

DEPARTMENT OF TRANSPORTATION

OFFICE OF THE SECRETARY

Federal Funds

RESEARCH AND TECHNOLOGY

For necessary expenses related to the Office of the Assistant Secretary for Research and Technology, **[\$14,765,000]** *\$14,625,000*, of which \$8,218,000 shall remain available until September 30, **[2016]** *2017*: *Provided*, That there may be credited to this appropriation, to be available until expended, funds received from States, counties, municipalities, other public authorities, and private sources for expenses incurred for training: *Provided further*, **[**That notwithstanding any other provision of law, the powers and duties, functions, authorities and personnel of the Research and Innovative Technology Administration are hereby transferred to the Office of the Assistant Secretary for Research and Technology within the Office of the Secretary, appointed by the President with the advice and consent of the Senate, to lead such office: *Provided further*, **]** That any reference in law, regulation, judicial proceedings, or elsewhere to the Research and Innovative Technology Administration shall *continue* to be deemed to be a reference to the Office of the Assistant Secretary for Research and Technology of the Department of Transportation: *Provided further*, *That the Office of the Assistant Secretary for Research and Technology shall have the authority to accept funding from modal administrations for support of Global Positioning System activities pursuant to reimbursable agreements. (Department of Transportation Appropriations Act, 2014.)*

Program and Financing (in millions of dollars)

Identification code 69–1730–0–1–407		2013 actual	2014 est.	2015 est.
Obligations by program activity:				
0001	Salaries and administrative expenses	7	7	7
0002	Alternative fuels research & development	1	1	1
0003	Research development & technology coordination	1	1	1
0004	Nationwide differential global positioning system	8	7	5
0005	Positioning navigation & timing			1
0100	Direct program by activities, subtotal	16	16	15
0799	Total direct obligations	16	16	15
0801	University transportation centers	14		
0802	Transportation safety institute	7	26	20
0803	Other programs		11	10
0809	Reimbursable program by activities, subtotal	21	37	30
0899	Total reimbursable obligations	21	37	30
0900	Total new obligations	37	53	45
Budgetary Resources:				
Unobligated balance:				
1000	Unobligated balance brought forward, Oct 1	20	8	7
1020	Adjustment of unobligated bal brought forward, Oct 1	–3		
1021	Recoveries of prior year unpaid obligations	4		
1050	Unobligated balance (total)	21	8	7
Budget authority:				
Appropriations, discretionary:				
1100	Appropriation	16	15	15
1130	Appropriations permanently reduced	–1		
1160	Appropriation, discretionary (total)	15	15	15
Spending authority from offsetting collections, discretionary:				
1700	Collected	13	37	30
1701	Change in uncollected payments, Federal sources	–4		
1750	Spending auth from offsetting collections, disc (total)	9	37	30
1900	Budget authority (total)	24	52	45
1930	Total budgetary resources available	45	60	52
Memorandum (non-add) entries:				
1941	Unexpired unobligated balance, end of year	8	7	7
Change in obligated balance:				
Unpaid obligations:				
3000	Unpaid obligations, brought forward, Oct 1	45	38	2
3010	Obligations incurred, unexpired accounts	37	53	45

3011	Obligations incurred, expired accounts	1		
3020	Outlays (gross)	–33	–89	–46
3040	Recoveries of prior year unpaid obligations, unexpired	–4		
3041	Recoveries of prior year unpaid obligations, expired	–8		
3050	Unpaid obligations, end of year	38	2	1
Uncollected payments:				
3060	Uncollected pymts, Fed sources, brought forward, Oct 1	–32	–18	–18
3061	Adjustments to uncollected pymts, Fed sources, brought forward, Oct 1	3		
3070	Change in uncollected pymts, Fed sources, unexpired	4		
3071	Change in uncollected pymts, Fed sources, expired	7		
3090	Uncollected pymts, Fed sources, end of year	–18	–18	–18
Memorandum (non-add) entries:				
3100	Obligated balance, start of year	16	20	–16
3200	Obligated balance, end of year	20	–16	–17
Budget authority and outlays, net:				
Discretionary:				
4000	Budget authority, gross	24	52	45
Outlays, gross:				
4010	Outlays from new discretionary authority	16	51	44
4011	Outlays from discretionary balances	17	38	2
4020	Outlays, gross (total)	33	89	46
Offsets against gross budget authority and outlays:				
Offsetting collections (collected) from:				
4030	Federal sources	–13	–37	–30
Additional offsets against gross budget authority only:				
4050	Change in uncollected pymts, Fed sources, unexpired	4		
4070	Budget authority, net (discretionary)	15	15	15
4080	Outlays, net (discretionary)	20	52	16
4180	Budget authority, net (total)	15	15	15
4190	Outlays, net (total)	20	52	16

The Office of the Assistant Secretary for Research and Technology is responsible for facilitating and reviewing the Department's research, development, and technology portfolio as well as enhancing the data collection and statistical analysis programs to support data-driven decision-making. The Office of the Assistant Secretary for Research and Technology is also responsible for Positioning, Navigation, and Timing (PNT) technology, PNT policy coordination, and spectrum management, and it is the program manager for the Nationwide Differential Global Positioning System.

The Office of the Assistant Secretary for Research and Technology oversees and provides direction to the following programs and activities:

The Bureau of Transportation Statistics (BTS) manages and shares statistical knowledge and information on the Nation's transportation systems, including statistics on freight movement, geospatial transportation information, and transportation economics. BTS is funded by an allocation from the Federal Highway Administration's Federal-Aid Highways account.

The Intelligent Transportation Systems (ITS) Joint Program Office facilitates the deployment of technology to enhance the safety, efficiency, convenience, and environmental sustainability of surface transportation. The ITS program carries out its goals through research and development, operational testing, technology transfer, training, and technical guidance. The ITS Research Program is currently funded through the Federal Highway Administration.

The University Transportation Centers (UTC) advance U.S. technology and expertise in many transportation-related disciplines through grants for transportation education, research, and technology transfer at university-based centers of excellence. The UTC Program funding is provided to the Office of the Assistant Secretary for Research and Technology through an allocation from the Federal Highway Administration.

RESEARCH AND TECHNOLOGY—Continued

The John A. Volpe National Transportation Systems Center (Cambridge, MA) provides expertise in research, analysis, technology deployment, and other technical knowledge to the Department of Transportation (DOT) and non-DOT customers on specific transportation system projects or issues on a fee-for-service basis.

The Transportation Safety Institute (Oklahoma City, OK) develops and conducts safety, security, and environmental training, products, and services for both the public and private sector on a fee-for-service and tuition basis.

Object Classification (in millions of dollars)

Identification code 69–1730–0–1–407	2013 actual	2014 est.	2015 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent	3	3	3
12.1 Civilian personnel benefits	1	1	1
23.1 Rental payments to GSA	1	1	1
25.3 Other goods and services from Federal sources	11	11	10
99.0 Direct obligations	16	16	15
99.0 Reimbursable obligations	21	37	30
99.9 Total new obligations	37	53	45

Employment Summary

Identification code 69–1730–0–1–407	2013 actual	2014 est.	2015 est.
1001 Direct civilian full-time equivalent employment	26	26	26
2001 Reimbursable civilian full-time equivalent employment	40	50	50
3001 Allocation account civilian full-time equivalent employment	67	70	70

OFFICE OF THE SECRETARY

SALARIES AND EXPENSES

For necessary expenses of the Office of the Secretary, [\$107,000,000, of which not to exceed \$2,652,000 shall be available for the immediate Office of the Secretary; not to exceed \$1,000,000 shall be available for the immediate Office of the Deputy Secretary; not to exceed \$19,900,000 shall be available for the Office of the General Counsel; not to exceed \$10,271,000 shall be available for the Office of the Under Secretary of Transportation for Policy; not to exceed \$12,676,000 shall be available for the Office of the Assistant Secretary for Budget and Programs; not to exceed \$2,530,000 shall be available for the Office of the Assistant Secretary for Governmental Affairs; not to exceed \$26,378,000 shall be available for the Office of the Assistant Secretary for Administration; not to exceed \$2,020,000 shall be available for the Office of Public Affairs; not to exceed \$1,714,000 shall be available for the Office of the Executive Secretariat; not to exceed \$1,386,000 shall be available for the Office of Small and Disadvantaged Business Utilization; not to exceed \$10,778,000 shall be available for the Office of Intelligence, Security, and Emergency Response; and not to exceed \$15,695,000 shall be available for the Office of the Chief Information Officer: *Provided*, That the Secretary of Transportation is authorized to transfer funds appropriated for any office of the Office of the Secretary to any other office of the Office of the Secretary: *Provided further*, That no appropriation for any office shall be increased or decreased by more than 5 percent by all such transfers: *Provided further*, That notice of any change in funding greater than 5 percent shall be submitted for approval to the House and Senate Committees on Appropriations] \$109,916,000: *Provided* [further], That not to exceed \$60,000 shall be for allocation within the Department for official reception and representation expenses as the Secretary may determine: *Provided further*, That, notwithstanding any other provision of law, excluding fees authorized in Public Law 107–71, there may be credited to this appropriation up to \$2,500,000 in funds received in user fees[: *Provided further*, That none of the funds provided in this Act shall be available for the position of Assistant Secretary for Public Affairs]. (*Department of Transportation Appropriations Act, 2014.*)

Program and Financing (in millions of dollars)

Identification code 69–0102–0–1–407	2013 actual	2014 est.	2015 est.
Obligations by program activity:			
0001 General administration	95	110	112
0002 SCASDP grants		16	
0100 Subtotal Direct Obligations	95	126	112
0799 Total direct obligations	95	126	112
0801 Reimbursable program	5	8	8
0900 Total new obligations	100	134	120

Budgetary Resources:

1000 Unobligated balance:			
1021 Unobligated balance brought forward, Oct 1	8	14	2
1021 Recoveries of prior year unpaid obligations	1		
1050 Unobligated balance (total)	9	14	2
Budget authority:			
1100 Appropriations, discretionary:			
1130 Appropriation	102	107	110
1130 Appropriations permanently reduced	–5		
1160 Appropriation, discretionary (total)	97	107	110
1700 Spending authority from offsetting collections, discretionary:			
1700 Collected	12	15	9
1750 Spending auth from offsetting collections, disc (total)	12	15	9
1900 Budget authority (total)	109	122	119
1930 Total budgetary resources available	118	136	121
Memorandum (non-add) entries:			
1940 Unobligated balance expiring	–4		
1941 Unexpired unobligated balance, end of year	14	2	1

Change in obligated balance:

3000 Unpaid obligations:			
3010 Unpaid obligations, brought forward, Oct 1	42	36	8
3010 Obligations incurred, unexpired accounts	100	134	120
3011 Obligations incurred, expired accounts	2		
3020 Outlays (gross)	–103	–162	–119
3040 Recoveries of prior year unpaid obligations, unexpired	–1		
3041 Recoveries of prior year unpaid obligations, expired	–4		
3050 Unpaid obligations, end of year	36	8	9
Uncollected payments:			
3060 Uncollected pymts, Fed sources, brought forward, Oct 1	1		
3071 Change in uncollected pymts, Fed sources, expired	–1		
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	43	36	8
3200 Obligated balance, end of year	36	8	9

Budget authority and outlays, net:

4000 Discretionary:			
4000 Budget authority, gross	109	122	119
4010 Outlays, gross:			
4010 Outlays from new discretionary authority	86	112	108
4011 Outlays from discretionary balances	17	50	11
4020 Outlays, gross (total)	103	162	119
Offsets against gross budget authority and outlays:			
4030 Offsetting collections (collected) from:			
4030 Federal sources	–11	–12	–8
4033 Non-Federal sources	–1	–3	–1
4040 Offsets against gross budget authority and outlays (total)	–12	–15	–9
4070 Budget authority, net (discretionary)	97	107	110
4080 Outlays, net (discretionary)	91	147	110
4180 Budget authority, net (total)	97	107	110
4190 Outlays, net (total)	91	147	110

The Office of the Secretary is responsible for the overall planning, coordination, and administration of the Department's programs. Funding supports the Secretary, Deputy Secretary, Under Secretary for Policy, Secretarial Officers, and their immediate staffs, who provide federal transportation policy development and guidance, institutional and public liaison activities, and other program support to ensure effective management and operation of the Department.

Object Classification (in millions of dollars)

Identification code 69-0102-0-1-407	2013 actual	2014 est.	2015 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	41	50	52
11.3 Other than full-time permanent	4	4	4
11.5 Other personnel compensation	1	1	1
11.9 Total personnel compensation	46	55	57
12.1 Civilian personnel benefits	13	15	16
21.0 Travel and transportation of persons	1	1	1
23.1 Rental payments to GSA	9	9	9
25.2 Other services from non-Federal sources	26	30	29
41.0 Grants, subsidies, and contributions		16	
99.0 Direct obligations	95	126	112
99.0 Reimbursable obligations	5	8	8
99.9 Total new obligations	100	134	120

Employment Summary

Identification code 69-0102-0-1-407	2013 actual	2014 est.	2015 est.
1001 Direct civilian full-time equivalent employment	406	456	466
2001 Reimbursable civilian full-time equivalent employment	16	16	27

INFRASTRUCTURE PERMITTING CENTER

For necessary expenses to establish and implement an Interagency Infrastructure Permitting Improvement Center that will develop and implement reforms for the permitting and review of major infrastructure projects and develop and deploy information technology tools to track project schedules and metrics and improve the transparency and accountability of the permitting process, \$8,000,000, to remain available until expended.

Program and Financing (in millions of dollars)

Identification code 69-0126-0-1-401	2013 actual	2014 est.	2015 est.
Obligations by program activity:			
0001 Direct program activity			8
0900 Total new obligations			8
Budgetary Resources:			
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation			8
1160 Appropriation, discretionary (total)			8
1930 Total budgetary resources available			8
Change in obligated balance:			
Unpaid obligations:			
3010 Obligations incurred, unexpired accounts			8
3020 Outlays (gross)			-7
3050 Unpaid obligations, end of year			1
Memorandum (non-add) entries:			
3200 Obligated balance, end of year			1
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross			8
Outlays, gross:			
4010 Outlays from new discretionary authority			7
4180 Budget authority, net (total)			8
4190 Outlays, net (total)			7

This appropriation provides funds to establish and operate an Interagency Infrastructure Permitting Improvement Center. The Center will develop and implement reforms for the permitting and review of major infrastructure projects and develop and deploy information technology tools to track project schedules and metrics and improve the transparency and accountability of the permitting process.

Object Classification (in millions of dollars)

Identification code 69-0126-0-1-401	2013 actual	2014 est.	2015 est.
25.2 Direct obligations: Other services from non-Federal sources			7
99.5 Below reporting threshold			1
99.9 Total new obligations			8

Employment Summary

Identification code 69-0126-0-1-401	2013 actual	2014 est.	2015 est.
1001 Direct civilian full-time equivalent employment			4

NATIONAL INFRASTRUCTURE INVESTMENTS

For capital investments in surface transportation infrastructure, \$600,000,000, to remain available through September 30, 2016: *Provided*, That the Secretary of Transportation shall distribute funds provided under this heading as discretionary grants to be awarded to a State, local government, transit agency, or a collaboration among such entities on a competitive basis for projects that will have a significant impact on the Nation, a metropolitan area, or a region: *Provided further*, That projects eligible for funding provided under this heading shall include, but not be limited to, highway or bridge projects eligible under title 23, United States Code; public transportation projects eligible under chapter 53 of title 49, United States Code; passenger and freight rail transportation projects; and port infrastructure investments: *Provided further*, That the Secretary may use up to 35 percent of the funds made available under this heading for the purpose of paying the subsidy and administrative costs of projects eligible for Federal credit assistance under chapter 6 of title 23, United States Code, if the Secretary finds that such use of the funds would advance the purposes of this paragraph: *Provided further*, That in distributing funds provided under this heading, the Secretary shall take such measures so as to ensure an equitable geographic distribution of funds, an appropriate balance in addressing the needs of urban and rural areas, and the investment in a variety of transportation modes: *Provided further*, That a grant funded under this heading shall be not less than \$10,000,000 and not greater than \$200,000,000: *Provided further*, That not more than 25 percent of the funds made available under this heading may be awarded to projects in a single State: *Provided further*, That the Federal share of the costs for which an expenditure is made under this heading shall be, at the option of the recipient, up to 80 percent: *Provided further*, That the Secretary shall give priority to projects that require a contribution of Federal funds in order to complete an overall financing package: *Provided further*, That not less than 20 percent of the funds provided under this heading shall be for projects located in rural areas: *Provided further*, That for projects located in rural areas, the minimum grant size shall be \$1,000,000 and the Secretary may increase the Federal share of costs above 80 percent: *Provided further*, That of the amount made available under this heading, the Secretary may use an amount not to exceed \$35,000,000 for the planning, preparation or design of projects eligible for funding under this heading: *Provided further*, That grants awarded under the previous proviso shall not be subject to a minimum grant size: *Provided further*, That projects conducted using funds provided under this heading must comply with the requirements of subchapter IV of chapter 31 of title 40, United States Code: *Provided further*, That the Secretary shall conduct a new competition to select the grants and credit assistance awarded under this heading: *Provided further*, That the Secretary may retain up to \$20,000,000 of the funds provided under this heading, and may transfer portions of those funds to the Administrators of the Federal Highway Administration, the Federal Transit Administration, the Federal Railroad Administration and the Federal Maritime Administration, to fund the award and oversight of grants and credit assistance made under the National Infrastructure Investments program. (Department of Transportation Appropriations Act, 2014.)

NATIONAL INFRASTRUCTURE INVESTMENTS—Continued

Program and Financing (in millions of dollars)

Identification code 69-0143-0-1-401	2013 actual	2014 est.	2015 est.
Obligations by program activity:			
0001 National Infrastructure Investments Grants	830	458	580
0002 Award & Oversight	11	18	11
0003 TIFIA Subsidy and Admin Exp	2		
0900 Total new obligations	843	476	591
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	835	473	597
1010 Unobligated balance transfer to other accts [69-0143]	-40		
1011 Unobligated balance transfer from other accts [69-0143]	40		
1050 Unobligated balance (total)	835	473	597
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	500	600	
1130 Appropriations permanently reduced	-26		
1160 Appropriation, discretionary (total)	474	600	
Spending authority from offsetting collections, discretionary:			
1700 Collected	9		
1750 Spending auth from offsetting collections, disc (total)	9		
1900 Budget authority (total)	483	600	
1930 Total budgetary resources available	1,318	1,073	597
Memorandum (non-add) entries:			
1940 Unobligated balance expiring	-2		
1941 Unexpired unobligated balance, end of year	473	597	6
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	540	1,159	1,143
3010 Obligations incurred, unexpired accounts	843	476	591
3020 Outlays (gross)	-224	-492	-479
3050 Unpaid obligations, end of year	1,159	1,143	1,255
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	540	1,159	1,143
3200 Obligated balance, end of year	1,159	1,143	1,255
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	483	600	
Outlays, gross:			
4011 Outlays from discretionary balances	224	492	479
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4030 Federal sources	-9		
4180 Budget authority, net (total)	474	600	
4190 Outlays, net (total)	215	492	479
Summary of Budget Authority and Outlays (in millions of dollars)			
	2013 actual	2014 est.	2015 est.
Enacted/requested:			
Budget Authority	474	600	
Outlays	215	492	479
Amounts included in the adjusted baseline:			
Budget Authority			611
Legislative proposal, subject to PAYGO:			
Budget Authority			-611
Total:			
Budget Authority	474	600	
Outlays	215	492	479

The Office of the Secretary's (OST) National Infrastructure Investments program, also known as the Transportation Generating Economic Recovery (TIGER) program, provides funding for grant awards or credit assistance on a competitive basis for capital investments in surface transportation infrastructure that will have a significant impact on the Nation, a metropolitan area or a region. No funds are requested in this account for FY 2015. The Administration is proposing funding for this program within the multi-year surface transportation reauthorization. As part of that reauthorization proposal, programs currently administered from this account would be continued in a new National Infra-

structure Investments Trust Fund account that would be funded from the Multimodal Account of the Transportation Trust Fund.

Object Classification (in millions of dollars)

Identification code 69-0143-0-1-401	2013 actual	2014 est.	2015 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent	1	1	1
25.2 Other services from non-Federal sources	2	10	4
94.0 Financial transfers	2		
99.0 Direct obligations	5	11	5
Allocation Account - direct:			
11.1 Personnel compensation: Full-time permanent	1	1	1
25.2 Other services from non-Federal sources	6	6	5
41.0 Grants, subsidies, and contributions	830	458	580
99.0 Allocation account - direct	837	465	586
99.5 Below reporting threshold	1		
99.9 Total new obligations	843	476	591

Employment Summary

Identification code 69-0143-0-1-401	2013 actual	2014 est.	2015 est.
1001 Direct civilian full-time equivalent employment	8	10	10

NATIONAL INFRASTRUCTURE INVESTMENTS
(Amounts included in the adjusted baseline)

Program and Financing (in millions of dollars)

Identification code 69-0143-7-1-401	2013 actual	2014 est.	2015 est.
Budgetary Resources:			
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation		-600	
1160 Appropriation, discretionary (total)		-600	
Appropriations, mandatory:			
1200 Appropriation		600	611
1260 Appropriations, mandatory (total)		600	611
1900 Budget authority (total)			611
1930 Total budgetary resources available			611
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year			611
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross		-600	
Outlays, gross:			
4011 Outlays from discretionary balances		-492	-479
Mandatory:			
4090 Budget authority, gross		600	611
Outlays, gross:			
4101 Outlays from mandatory balances		492	479
4180 Budget authority, net (total)			611

The Administration proposes to reclassify all surface transportation outlays as mandatory, and to also move a number of current General Fund programs into the Transportation Trust Fund. This schedule reclassifies 2014 enacted and baseline budget authority and outlays as mandatory, for comparability purposes; and to calculate the spending increase above the baseline subject to PAYGO.

NATIONAL INFRASTRUCTURE INVESTMENTS
(Adjustments for year-to-year comparability)

Program and Financing (in millions of dollars)

Identification code 69-0143-9-1-401	2013 actual	2014 est.	2015 est.
Budgetary Resources:			
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	-474		
1160 Appropriation, discretionary (total)	-474		

1200	Appropriations, mandatory:			
	Appropriation	474		
1260	Appropriations, mandatory (total)	474		
Budget authority and outlays, net:				
Discretionary:				
4000	Budget authority, gross	-474		
Outlays, gross:				
4011	Outlays from discretionary balances	-215		
Mandatory:				
4090	Budget authority, gross	474		
Outlays, gross:				
4101	Outlays from mandatory balances	215		

The Administration proposes to reclassify all surface transportation outlays as mandatory, and to also move a number of current General Fund programs into the Transportation Trust Fund. This schedule reclassifies 2013 actual budget authority and outlays as mandatory, for comparability purposes.

NATIONAL INFRASTRUCTURE INVESTMENTS

(Legislative proposal, subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 69-0143-4-1-401	2013 actual	2014 est.	2015 est.
Budgetary Resources:			
Budget authority:			
Appropriations, mandatory:			
1200	Appropriation		-611
1260	Appropriations, mandatory (total)		-611
1930	Total budgetary resources available		-611
Memorandum (non-add) entries:			
1941	Unexpired unobligated balance, end of year		-611
Budget authority and outlays, net:			
Mandatory:			
4090	Budget authority, gross		-611
4180	Budget authority, net (total)		-611

The Administration proposes to reclassify all surface transportation outlays as mandatory, and to also move a number of current General Fund programs into the Transportation Trust Fund. The negative figures in this schedule are necessary to adjust the mandatory budget authority downward so that the Budget properly accounts for requested program growth in the new trust fund accounts.

WORKING CAPITAL FUND, VOLPE NATIONAL TRANSPORTATION SYSTEMS CENTER

Program and Financing (in millions of dollars)

Identification code 69-4522-0-4-407		2013 actual	2014 est.	2015 est.
Obligations by program activity:				
0801	Reimbursable program activity	290	260	260
Budgetary Resources:				
Unobligated balance:				
1000	Unobligated balance brought forward, Oct 1	303	287	287
Budget authority:				
Spending authority from offsetting collections, discretionary:				
1700	Collected	273	260	260
1701	Change in uncollected payments, Federal sources	1		
1750	Spending auth from offsetting collections, disc (total)	274	260	260
1930	Total budgetary resources available	577	547	547
Memorandum (non-add) entries:				
1941	Unexpired unobligated balance, end of year	287	287	287
Change in obligated balance:				
Unpaid obligations:				
3000	Unpaid obligations, brought forward, Oct 1	130	145	7
3010	Obligations incurred, unexpired accounts	290	260	260
3020	Outlays (gross)	-275	-398	-260

3050	Unpaid obligations, end of year	145	7	7
Uncollected payments:				
3060	Uncollected pymts, Fed sources, brought forward, Oct 1	-84	-85	-85
3070	Change in uncollected pymts, Fed sources, unexpired	-1		
3090	Uncollected pymts, Fed sources, end of year	-85	-85	-85
Memorandum (non-add) entries:				
3100	Obligated balance, start of year	46	60	-78
3200	Obligated balance, end of year	60	-78	-78

Budget authority and outlays, net:

Discretionary:				
4000	Budget authority, gross	274	260	260
Outlays, gross:				
4010	Outlays from new discretionary authority	176	260	260
4011	Outlays from discretionary balances	99	138	
4020	Outlays, gross (total)	275	398	260
Offsets against gross budget authority and outlays:				
Offsetting collections (collected) from:				
4030	Federal sources	-272	-260	-260
4033	Non-Federal sources	-1		
4040	Offsets against gross budget authority and outlays (total)	-273	-260	-260
Additional offsets against gross budget authority only:				
4050	Change in uncollected pymts, Fed sources, unexpired	-1		
4080	Outlays, net (discretionary)	2	138	
4190	Outlays, net (total)	2	138	

The Working Capital Fund finances multidisciplinary research, evaluation, analytical and related activities undertaken at the Volpe Transportation Systems Center (Volpe Center) in Cambridge, MA. The fund is financed through negotiated agreements with other offices within the Office of the Secretary, Departmental operating administrations and other governmental elements requiring the Center's capabilities. These agreements also define the activities undertaken at the Volpe Center.

Object Classification (in millions of dollars)

Identification code 69-4522-0-4-407		2013 actual	2014 est.	2015 est.
Reimbursable obligations:				
Personnel compensation:				
11.1	Full-time permanent	51	52	52
11.3	Other than full-time permanent	4	3	3
11.5	Other personnel compensation		1	1
11.9	Total personnel compensation	55	56	56
12.1	Civilian personnel benefits	17	14	14
21.0	Travel and transportation of persons	3	4	4
23.3	Communications, utilities, and miscellaneous charges	3	6	6
25.2	Other services from non-Federal sources	51	63	63
25.3	Other goods and services from Federal sources	1	1	1
25.4	Operation and maintenance of facilities	4	5	5
25.5	Research and development contracts	138	98	98
25.7	Operation and maintenance of equipment	1	1	1
26.0	Supplies and materials	7	1	1
31.0	Equipment	9	8	8
32.0	Land and structures	1	3	3
99.9	Total new obligations	290	260	260

Employment Summary

Identification code 69-4522-0-4-407	2013 actual	2014 est.	2015 est.
2001 Reimbursable civilian full-time equivalent employment	536	532	532

SUPPLEMENTAL DISCRETIONARY GRANTS FOR A NATIONAL SURFACE
TRANSPORTATION SYSTEM, RECOVERY ACT

Program and Financing (in millions of dollars)

Identification code 69-0106-0-1-401		2013 actual	2014 est.	2015 est.
Change in obligated balance:				
Unpaid obligations:				
3000	Unpaid obligations, brought forward, Oct 1	690	279	54
3020	Outlays (gross)	-406	-225	-45
3041	Recoveries of prior year unpaid obligations, expired	-5		

SUPPLEMENTAL DISCRETIONARY GRANTS FOR A NATIONAL SURFACE
TRANSPORTATION SYSTEM, RECOVERY ACT—Continued

Program and Financing—Continued

Identification code 69–0106–0–1–401	2013 actual	2014 est.	2015 est.
3050 Unpaid obligations, end of year	279	54	9
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	690	279	54
3200 Obligated balance, end of year	279	54	9
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4011 Outlays from discretionary balances	406	225	45
4190 Outlays, net (total)	406	225	45

This American Recovery and Reinvestment Act of 2009 program provided funding for grant awards to State and local governments or transit agencies on a competitive basis for capital investments in surface transportation infrastructure resulting in a significant impact on the Nation, a metropolitan area or a region. Of the amount appropriated, not to exceed \$200,000,000 could be used to pay the subsidy and administrative costs of projects eligible for federal credit assistance under U.S.C. 23 Chapter 6, the Transportation Infrastructure Finance and Innovation Act. No funding is requested for this program in FY 2015.

FINANCIAL MANAGEMENT CAPITAL

For necessary expenses for upgrading and enhancing the Department of Transportation's financial systems and re-engineering business processes, **[\$7,000,000] \$5,000,000**, to remain available through September 30, **[2015] 2016**. (*Department of Transportation Appropriations Act, 2014.*)

Program and Financing (in millions of dollars)

Identification code 69–0116–0–1–407	2013 actual	2014 est.	2015 est.
Obligations by program activity:			
0001 Financial management capital	11	14	5
0900 Total new obligations (object class 25.2)	11	14	5
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	12	7	
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	5	7	5
1160 Appropriation, discretionary (total)	5	7	5
Spending authority from offsetting collections, discretionary:			
1700 Collected	1		
1750 Spending auth from offsetting collections, disc (total)	1		
1900 Budget authority (total)	6	7	5
1930 Total budgetary resources available	18	14	5
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	7		
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1		2	1
3010 Obligations incurred, unexpired accounts	11	14	5
3020 Outlays (gross)	–9	–15	–5
3050 Unpaid obligations, end of year	2	1	1
Memorandum (non-add) entries:			
3100 Obligated balance, start of year		2	1
3200 Obligated balance, end of year	2	1	1
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	6	7	5
Outlays, gross:			
4010 Outlays from new discretionary authority	3	6	4
4011 Outlays from discretionary balances	6	9	1

4020 Outlays, gross (total)	9	15	5
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4030 Federal sources	–1		
4180 Budget authority, net (total)	5	7	5
4190 Outlays, net (total)	8	15	5

This appropriation provides funds to upgrade the commercial software used for DOT's core financial system. This effort will improve system security, enhance financial reporting capabilities, and position DOT to provide shared services across the Government.

CYBER SECURITY INITIATIVES

For necessary expenses for cyber security initiatives, including necessary upgrades to wide area network and information technology infrastructure, improvement of network perimeter controls and identity management, testing and assessment of information technology against business, security, and other requirements, implementation of Federal cyber security initiatives and information infrastructure enhancements, implementation of enhanced security controls on network devices, and enhancement of cyber security workforce training tools, **[\$4,455,000] \$5,000,000**, to remain available through September 30, **[2015] 2016**. (*Department of Transportation Appropriations Act, 2014.*)

Program and Financing (in millions of dollars)

Identification code 69–0159–0–1–407	2013 actual	2014 est.	2015 est.
Obligations by program activity:			
0001 Direct program activity	7	12	5
0100 Direct program activities, subtotal	7	12	5
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	6	8	
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	10	4	5
1130 Appropriations permanently reduced	–1		
1160 Appropriation, discretionary (total)	9	4	5
1930 Total budgetary resources available	15	12	5
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	8		
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	1	5	7
3010 Obligations incurred, unexpired accounts	7	12	5
3020 Outlays (gross)	–3	–10	–1
3050 Unpaid obligations, end of year	5	7	11
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	1	5	7
3200 Obligated balance, end of year	5	7	11
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	9	4	5
Outlays, gross:			
4010 Outlays from new discretionary authority		4	1
4011 Outlays from discretionary balances	3	6	
4020 Outlays, gross (total)	3	10	1
4180 Budget authority, net (total)	9	4	5
4190 Outlays, net (total)	3	10	1

This appropriation will fund cyber security initiatives, including necessary upgrades to the wide area network and information technology infrastructure. The funding will support key program enhancements, infrastructure improvements, and contractual resources to enhance the security of the Department of Transportation network and reduce the risk of security breaches.

Object Classification (in millions of dollars)

Identification code 69-0159-0-1-407	2013 actual	2014 est.	2015 est.
Direct obligations:			
23.3 Communications, utilities, and miscellaneous charges	2	5	2
25.3 Other goods and services from Federal sources	1	2	1
31.0 Equipment	4	5	2
99.9 Total new obligations	7	12	5

OFFICE OF CIVIL RIGHTS

For necessary expenses of the Office of Civil Rights, **[\$9,551,000]** **\$9,600,000.** (*Department of Transportation Appropriations Act, 2014.*)

Program and Financing (in millions of dollars)

Identification code 69-0118-0-1-407	2013 actual	2014 est.	2015 est.
Obligations by program activity:			
0001 Office of Civil Rights	8	10	10
Budgetary Resources:			
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	9	10	10
1160 Appropriation, discretionary (total)	9	10	10
1930 Total budgetary resources available	9	10	10
Memorandum (non-add) entries:			
1940 Unobligated balance expiring	-1		
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	2	2	1
3010 Obligations incurred, unexpired accounts	8	10	10
3020 Outlays (gross)	-8	-11	-10
3050 Unpaid obligations, end of year	2	1	1
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	2	2	1
3200 Obligated balance, end of year	2	1	1
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	9	10	10
Outlays, gross:			
4010 Outlays from new discretionary authority	7	9	9
4011 Outlays from discretionary balances	1	2	1
4020 Outlays, gross (total)	8	11	10
4180 Budget authority, net (total)	9	10	10
4190 Outlays, net (total)	8	11	10

The Office of Civil Rights provides Department-wide leadership for all civil rights activities, including employment opportunity and enforcement of laws and regulations that prohibit discrimination in the financing and operation of transportation programs with Federal resources. The office also is responsible for non-discrimination policy development, analysis, coordination and compliance, promotes an organizational culture that values workforce diversity, and handles all civil rights cases related to Department of Transportation employees.

Object Classification (in millions of dollars)

Identification code 69-0118-0-1-407	2013 actual	2014 est.	2015 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent	4	5	5
12.1 Civilian personnel benefits	1	2	2
25.2 Other services from non-Federal sources	3	3	3
99.9 Total new obligations	8	10	10

Employment Summary

Identification code 69-0118-0-1-407	2013 actual	2014 est.	2015 est.
1001 Direct civilian full-time equivalent employment	41	53	53

MINORITY BUSINESS OUTREACH

For necessary expenses of Minority Business Resource Center outreach activities, **[\$3,088,000]** **\$3,099,000**, to remain available until September 30, **[2015]** **2016: Provided**, That, notwithstanding 49 U.S.C. 332, these funds may be used for business opportunities related to any mode of transportation. (*Department of Transportation Appropriations Act, 2014.*)

Program and Financing (in millions of dollars)

Identification code 69-0119-0-1-407	2013 actual	2014 est.	2015 est.
Obligations by program activity:			
0001 Minority business outreach	3	3	3
0002 Bonding Assistance Program	1	8	
0900 Total new obligations	4	11	3
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	7	8	
1021 Recoveries of prior year unpaid obligations	2		
1050 Unobligated balance (total)	9	8	
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	3	3	3
1160 Appropriation, discretionary (total)	3	3	3
1930 Total budgetary resources available	12	11	3
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	8		
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	4	3	1
3010 Obligations incurred, unexpired accounts	4	11	3
3020 Outlays (gross)	-3	-13	-3
3040 Recoveries of prior year unpaid obligations, unexpired	-2		
3050 Unpaid obligations, end of year	3	1	1
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	4	3	1
3200 Obligated balance, end of year	3	1	1
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	3	3	3
Outlays, gross:			
4010 Outlays from new discretionary authority	1	3	3
4011 Outlays from discretionary balances	2	10	
4020 Outlays, gross (total)	3	13	3
4180 Budget authority, net (total)	3	3	3
4190 Outlays, net (total)	3	13	3

This activity provides contractual support to assist small, women-owned, Native American, and other disadvantaged business firms in securing contracts and subcontracts resulting from transportation-related Federal support.

Object Classification (in millions of dollars)

Identification code 69-0119-0-1-407	2013 actual	2014 est.	2015 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent		1	1
41.0 Grants, subsidies, and contributions	3	10	2
99.0 Direct obligations	3	11	3
99.5 Below reporting threshold	1		
99.9 Total new obligations	4	11	3

MINORITY BUSINESS OUTREACH—Continued
Employment Summary

Identification code 69-0119-0-1-407	2013 actual	2014 est.	2015 est.
1001 Direct civilian full-time equivalent employment	3	4	4

SAFE TRANSPORT OF OIL

For multi-modal prevention and response activities associated with the safe transportation of crude oil, \$40,000,000, to remain available through September 30, 2016: Provided, That such funds shall be available to support such activities, including enhanced inspection levels, hiring of additional personnel and administrative costs, investigative efforts, research and data analysis, economic analysis, training and outreach, and testing in the highest risk areas: Provided further, That the Secretary of Transportation may transfer such funds to the Federal Railroad Administration, Pipeline and Hazardous Materials Safety Administration, and the Federal Motor Carrier Safety Administration, for the conduct of activities under this heading.

Program and Financing (in millions of dollars)

Identification code 69-1772-0-1-401	2013 actual	2014 est.	2015 est.
Obligations by program activity:			
0001 Safe Transport of Oil			40
Budgetary Resources:			
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation			40
1160 Appropriation, discretionary (total)			40
1930 Total budgetary resources available			40
Change in obligated balance:			
Unpaid obligations:			
3010 Obligations incurred, unexpired accounts			40
3020 Outlays (gross)			-24
3050 Unpaid obligations, end of year			16
Memorandum (non-add) entries:			
3200 Obligated balance, end of year			16
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross			40
Outlays, gross:			
4010 Outlays from new discretionary authority			24
4180 Budget authority, net (total)			40
4190 Outlays, net (total)			24

This appropriation provides funds for a multi-modal initiative to support prevention and response activities associated with the safe transportation of crude oil, including enhanced inspection levels, additional safety inspectors, investigative efforts, research and data analysis, economic analysis, training and outreach, and testing in high risk areas. The funds would be available for initiatives within the Federal Railroad Administration, Pipeline and Hazardous Materials Safety Administration, and the Federal Motor Carrier Safety Administration. The Administrators of those Operating Administrations along with representatives of designated offices within the Office of the Secretary would jointly serve as a decision-making board for the use of the funds and would be responsible for their effective administration. Funds also could be used to support collaborative efforts with other Federal Departments and agencies, such as the Department of Energy, the Department of the Interior, and the Environmental Protection Agency. The Department will submit a report to Congress discussing lessons learned and best practices resulting from this initiative.

Object Classification (in millions of dollars)

Identification code 69-1772-0-1-401	2013 actual	2014 est.	2015 est.
Direct obligations:			
25.1 Advisory and assistance services			20
25.2 Other services from non-Federal sources			20
99.9 Total new obligations			40

NEW HEADQUARTERS BUILDING

Program and Financing (in millions of dollars)

Identification code 69-0147-0-1-407	2013 actual	2014 est.	2015 est.
Obligations by program activity:			
0001 New Headquarters Building		1	
0900 Total new obligations (object class 25.2)		1	
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	1	1	
1930 Total budgetary resources available	1	1	
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	1		
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	1	1	2
3010 Obligations incurred, unexpired accounts		1	
3050 Unpaid obligations, end of year	1	2	2
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	1	1	2
3200 Obligated balance, end of year	1	2	2

This appropriation financed the costs for the new Department of Transportation headquarters, which consolidated all operating administrations headquarters functions (except FAA) from various locations into a single state-of-the-art, efficient leased building in the District of Columbia. No funding is requested for this program in 2015.

COMPENSATION FOR AIR CARRIERS

Program and Financing (in millions of dollars)

Identification code 69-0111-0-1-402	2013 actual	2014 est.	2015 est.
Obligations by program activity:			
0001 Payments to Air Carriers	7		
0900 Total new obligations (object class 94.0)	7		
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	7		
1930 Total budgetary resources available	7		
Change in obligated balance:			
Unpaid obligations:			
3010 Obligations incurred, unexpired accounts	7		
3020 Outlays (gross)	-7		
Budget authority and outlays, net:			
Mandatory:			
Outlays, gross:			
4101 Outlays from mandatory balances	7		
4190 Outlays, net (total)	7		

The Air Transportation Safety and System Stabilization Act of 2001 (P.L. 107-42) provided \$5 billion to compensate air carriers for direct losses incurred during the Federal ground stop of civil aviation after the September 11, 2001, terrorist attacks, and for incremental losses incurred between September 11 and December

31, 2001. In FY 2013, the remaining balance in this account, which was not needed for the purpose originally enacted, was transferred to Payments to Air Carriers pursuant to the transfer authority included in that appropriation.

TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT

[(INCLUDING RESCISSIONS)]

For necessary expenses for conducting transportation planning, research, systems development, development activities, and making grants, to remain available until expended, **[\$7,000,000: *Provided*, That of the unobligated balances made available by Public Law 111–117, \$750,000 are hereby rescinded: *Provided further*, That of the unobligated balances made available by section 195 of Public Law 111–117, \$2,000,000 are hereby rescinded]** \$8,000,000. (*Department of Transportation Appropriations Act, 2014.*)

Program and Financing (in millions of dollars)

Identification code 69–0142–0–1–407	2013 actual	2014 est.	2015 est.
Obligations by program activity:			
0001 Transportation policy and planning	11	12	10
0002 Safe skies	1		
0100 Total direct program	12	12	10
0900 Total new obligations	12	12	10
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	8	10	2
1011 Unobligated balance transfer from other accts [72–1037]	1		
1021 Recoveries of prior year unpaid obligations	3		
1050 Unobligated balance (total)	12	10	2
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	9	7	8
1131 Unobligated balance of appropriations permanently reduced		–3	
1160 Appropriation, discretionary (total)	9	4	8
Spending authority from offsetting collections, discretionary:			
1700 Collected	1		
1750 Spending auth from offsetting collections, disc (total)	1		
1900 Budget authority (total)	10	4	8
1930 Total budgetary resources available	22	14	10
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	10	2	
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	16	7	12
3010 Obligations incurred, unexpired accounts	12	12	10
3020 Outlays (gross)	–17	–7	–6
3040 Recoveries of prior year unpaid obligations, unexpired	–3		
3041 Recoveries of prior year unpaid obligations, expired	–1		
3050 Unpaid obligations, end of year	7	12	16
Uncollected payments:			
3060 Uncollected pymts, Fed sources, brought forward, Oct 1	–1	–1	–1
3090 Uncollected pymts, Fed sources, end of year	–1	–1	–1
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	15	6	11
3200 Obligated balance, end of year	6	11	15
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	10	4	8
Outlays, gross:			
4010 Outlays from new discretionary authority	7	2	3
4011 Outlays from discretionary balances	10	5	3
4020 Outlays, gross (total)	17	7	6
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4030 Federal sources	–1		
4180 Budget authority, net (total)	9	4	8
4190 Outlays, net (total)	16	7	6

This appropriation finances research and studies concerned with planning, analysis, and information development needed to support the Secretary's responsibilities in the formulation of national transportation policies and the coordination of national-level transportation planning. Funding also supports departmental leadership in areas such as regulatory modernization, energy conservation, environmental and safety impacts of transportation, aviation economic policy and international transportation issues. The program activities include contracts with other Federal agencies, educational institutions, non-profit research organizations, and private firms.

Object Classification (in millions of dollars)

Identification code 69–0142–0–1–407	2013 actual	2014 est.	2015 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent	3	4	5
12.1 Civilian personnel benefits	1	1	1
25.1 Advisory and assistance services	5	2	
25.2 Other services from non-Federal sources		4	3
25.3 Other goods and services from Federal sources	2	1	1
99.0 Direct obligations	11	12	10
99.5 Below reporting threshold	1		
99.9 Total new obligations	12	12	10

Employment Summary

Identification code 69–0142–0–1–407	2013 actual	2014 est.	2015 est.
1001 Direct civilian full-time equivalent employment	25	32	32

ESSENTIAL AIR SERVICE AND RURAL AIRPORT IMPROVEMENT FUND

Program and Financing (in millions of dollars)

Identification code 69–5423–0–2–402	2013 actual	2014 est.	2015 est.
Obligations by program activity:			
0001 Essential air service and rural airport improvement	95	95	102
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1		3	29
1010 Unobligated balance transfer to other accts [69–5422]	–4		
1021 Recoveries of prior year unpaid obligations	4		
1050 Unobligated balance (total)		3	29
Budget authority:			
Appropriations, mandatory:			
1221 Appropriations transferred from other accts [69–5422]	103	130	106
1232 Appropriations and/or unobligated balance of appropriations temporarily reduced	–5	–9	
1260 Appropriations, mandatory (total)	98	121	106
1930 Total budgetary resources available	98	124	135
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	3	29	33
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	8	17	14
3010 Obligations incurred, unexpired accounts	95	95	102
3020 Outlays (gross)	–82	–98	–116
3040 Recoveries of prior year unpaid obligations, unexpired	–4		
3050 Unpaid obligations, end of year	17	14	
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	8	17	14
3200 Obligated balance, end of year	17	14	
Budget authority and outlays, net:			
Mandatory:			
4090 Budget authority, gross	98	121	106
Outlays, gross:			
4100 Outlays from new mandatory authority	79	78	64
4101 Outlays from mandatory balances	3	20	52
4110 Outlays, gross (total)	82	98	116

ESSENTIAL AIR SERVICE AND RURAL AIRPORT IMPROVEMENT FUND—Continued
Program and Financing—Continued

Identification code 69–5423–0–2–402	2013 actual	2014 est.	2015 est.
4180 Budget authority, net (total)	98	121	106
4190 Outlays, net (total)	82	98	116

The Federal Aviation Reauthorization Act of 1996 (P.L. 104–264) authorized the collection of user fees for services provided by the Federal Aviation Administration (FAA) to aircraft that neither take off nor land in the United States, commonly known as overflight fees. The Act permanently appropriated the first \$50 million of such fees for the Essential Air Service (EAS) program and rural airport improvements. In addition, the FAA Modernization and Reauthorization Act (P.L. 112–95) requires that, in any fiscal year, overflight fees collected in excess of \$50 million will be available to carry out the EAS program.

Object Classification (in millions of dollars)

Identification code 69–5423–0–2–402	2013 actual	2014 est.	2015 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent	1	2	2
41.0 Grants, subsidies, and contributions	93	93	100
99.0 Direct obligations	94	95	102
99.5 Below reporting threshold	1		
99.9 Total new obligations	95	95	102

Employment Summary

Identification code 69–5423–0–2–402	2013 actual	2014 est.	2015 est.
1001 Direct civilian full-time equivalent employment	12	13	13

WORKING CAPITAL FUND

【For necessary expenses for operating costs and capital outlays of the Working Capital Fund, not to exceed \$178,000,000 shall be paid from appropriations made available to the Department of Transportation: *Provided*, That such services shall be provided on a competitive basis to entities within the Department of Transportation: *Provided further*, That the above limitation on operating expenses shall not apply to non-DOT entities: *Provided further*, That no funds appropriated in this Act to an agency of the Department shall be transferred to the Working Capital Fund without majority approval of the Working Capital Fund Steering Committee and approval of the Secretary: *Provided further*, That no assessments may be levied against any program, budget activity, subactivity or project funded by this Act unless notice of such assessments and the basis therefor are presented to the House and Senate Committees on Appropriations and are approved by such Committees.】 (*Department of Transportation Appropriations Act, 2014.*)

Program and Financing (in millions of dollars)

Identification code 69–4520–0–4–407	2013 actual	2014 est.	2015 est.
Obligations by program activity:			
0801 DOT service center activities	159	178	187
0802 Non-DOT service center activities	236	340	341
0900 Total new obligations	395	518	528

Budgetary Resources:

Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	92	92	92
1021 Recoveries of prior year unpaid obligations	37		
1050 Unobligated balance (total)	129	92	92
Budget authority:			
Spending authority from offsetting collections, discretionary:			
1700 Collected	382	518	528
1701 Change in uncollected payments, Federal sources	–24		

1750 Spending auth from offsetting collections, disc (total)	358	518	528
1930 Total budgetary resources available	487	610	620
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	92	92	92

Change in obligated balance:

Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	93	53	8
3010 Obligations incurred, unexpired accounts	395	518	528
3020 Outlays (gross)	–398	–563	–528
3040 Recoveries of prior year unpaid obligations, unexpired	–37		
3050 Unpaid obligations, end of year	53	8	8
Uncollected payments:			
3060 Uncollected pymts, Fed sources, brought forward, Oct 1	–76	–52	–52
3070 Change in uncollected pymts, Fed sources, unexpired	24		
3090 Uncollected pymts, Fed sources, end of year	–52	–52	–52
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	17	1	–44
3200 Obligated balance, end of year	1	–44	–44

Budget authority and outlays, net:

Discretionary:			
4000 Budget authority, gross	358	518	528
Outlays, gross:			
4010 Outlays from new discretionary authority	347	513	523
4011 Outlays from discretionary balances	51	50	5
4020 Outlays, gross (total)	398	563	528
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4030 Federal sources	–380	–516	–526
4033 Non-Federal sources	–2	–2	–2
4040 Offsets against gross budget authority and outlays (total)	–382	–518	–528
Additional offsets against gross budget authority only:			
4050 Change in uncollected pymts, Fed sources, unexpired	24		
4080 Outlays, net (discretionary)	16	45	
4190 Outlays, net (total)	16	45	

The Working Capital Fund finances common administrative services and other services that are centrally performed in the interest of economy and efficiency. The fund is financed through agreements with the Department of Transportation operating administrations and other customers.

Object Classification (in millions of dollars)

Identification code 69–4520–0–4–407	2013 actual	2014 est.	2015 est.
Reimbursable obligations:			
Personnel compensation:			
11.1 Full-time permanent	20	25	25
11.3 Other than full-time permanent	1		
11.5 Other personnel compensation		1	1
11.9 Total personnel compensation	21	26	26
12.1 Civilian personnel benefits	6	7	7
13.0 Benefits for former personnel	2	2	2
21.0 Travel and transportation of persons		1	1
22.0 Transportation of things		1	1
23.1 Rental payments to GSA	7	9	8
23.3 Communications, utilities, and miscellaneous charges	12	15	14
25.1 Advisory and assistance services	1		
25.2 Other services from non-Federal sources	57	58	59
25.3 Other goods and services from Federal sources	45	46	52
25.7 Operation and maintenance of equipment	10	14	12
26.0 Supplies and materials	230	330	336
31.0 Equipment	4	9	10
99.9 Total new obligations	395	518	528

Employment Summary

Identification code 69–4520–0–4–407	2013 actual	2014 est.	2015 est.
2001 Reimbursable civilian full-time equivalent employment	224	248	252

MINORITY BUSINESS RESOURCE CENTER PROGRAM

For the cost of guaranteed loans, 【\$333,000】 \$417,000, as authorized by 49 U.S.C. 332: *Provided*, That such costs, including the cost of modify-

ing such loans, shall be as defined in section 502 of the Congressional Budget Act of 1974: *Provided further*, That these funds are available to subsidize total loan principal, any part of which is to be guaranteed, not to exceed \$18,367,000.

In addition, for administrative expenses to carry out the guaranteed loan program, **【\$592,000】 \$596,000.** (*Department of Transportation Appropriations Act, 2014.*)

Program and Financing (in millions of dollars)

Identification code 69-0155-0-1-407	2013 actual	2014 est.	2015 est.
Obligations by program activity:			
Credit program obligations:			
0733 Guaranteed loan subsidy and administrative expenses	1	1	1
0900 Total new obligations (object class 99.5)	1	1	1
Budgetary Resources:			
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	1	1	1
1160 Appropriation, discretionary (total)	1	1	1
1930 Total budgetary resources available	1	1	1
Change in obligated balance:			
Unpaid obligations:			
3010 Obligations incurred, unexpired accounts	1	1	1
3020 Outlays (gross)	-1	-1	-1
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	1	1	1
Outlays, gross:			
4010 Outlays from new discretionary authority	1	1	1
4180 Budget authority, net (total)	1	1	1
4190 Outlays, net (total)	1	1	1

Summary of Loan Levels, Subsidy Budget Authority and Outlays by Program (in millions of dollars)

Identification code 69-0155-0-1-407	2013 actual	2014 est.	2015 est.
Guaranteed loan levels supportable by subsidy budget authority:			
215001 Minority Business Resource Center Loan Guarantees	3	18	18
215999 Total loan guarantee levels	3	18	18
Guaranteed loan subsidy (in percent):			
232001 Minority Business Resource Center Loan Guarantees	1.73	1.76	2.27
232999 Weighted average subsidy rate	1.73	1.76	2.27
Guaranteed loan downward reestimates:			
Administrative expense data:			
3510 Budget authority	1	1	1
3590 Outlays from new authority	1	1	1

This program provides assistance in obtaining short-term working capital for minority, women-owned and other disadvantaged businesses and Small Business Administration 8(a) firms. As required by the Federal Credit Reform Act of 1990, this account records the subsidy costs for this program associated with guaranteed loans, as well as administrative expenses of this program.

Employment Summary

Identification code 69-0155-0-1-407	2013 actual	2014 est.	2015 est.
1001 Direct civilian full-time equivalent employment	1	1	1

MINORITY BUSINESS RESOURCE CENTER GUARANTEED LOAN FINANCING ACCOUNT

Status of Guaranteed Loans (in millions of dollars)

Identification code 69-4082-0-3-407	2013 actual	2014 est.	2015 est.
Position with respect to appropriations act limitation on commitments:			
2111 Limitation on guaranteed loans made by private lenders	18	18	18
2142 Uncommitted loan guarantee limitation	-15	.....	.....
2150 Total guaranteed loan commitments	3	18	18
2199 Guaranteed amount of guaranteed loan commitments	2	14	14
Cumulative balance of guaranteed loans outstanding:			
2210 Outstanding, start of year	5	3	18
2231 Disbursements of new guaranteed loans	3	18	18
2251 Repayments and prepayments	-5	-3	-18
2290 Outstanding, end of year	3	18	18
Memorandum:			
2299 Guaranteed amount of guaranteed loans outstanding, end of year	2	14	14

As required by the Federal Credit Reform Act of 1990, this non-budgetary account records all the cash flows to and from the Government resulting from guaranteed loan commitments. The amounts in this account are a means of financing and are not included in the budget totals.

Trust Funds

NATIONAL INFRASTRUCTURE INVESTMENTS (TRANSPORTATION TRUST FUND)

(Legislative proposal, not subject to PAYGO)

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(TRANSPORTATION TRUST FUND)

Contingent upon enactment of multi-year surface transportation authorization legislation, \$1,250,000,000 to be derived from the Transportation Trust Fund (Multimodal Account), to remain available until expended, for payment of obligations for the National Infrastructure Investments program authorized under Title 23, United States Code, as amended by such authorization: Provided, That funds available for the National Infrastructure Investments program authorized under Title 23, United States Code, shall not exceed total obligations of \$1,250,000,000, to remain available for obligation until September 30, 2017: Provided further, That the Secretary may retain up to \$20,000,000 of the funds provided for this program, and may transfer portions of those funds to Administrators of the Federal Highway Administration, the Federal Transit Administration, the Federal Railroad Administration, and the Federal Maritime Administration, to fund the award and oversight of Grants and credit assistance made under the National Infrastructure Investments program.

NATIONAL INFRASTRUCTURE INVESTMENTS (TRANSPORTATION TRUST FUND)

(Legislative proposal, subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 69-8372-4-7-400	2013 actual	2014 est.	2015 est.
Obligations by program activity:			
0001 National Infrastructure Investments Grants	500
0002 Award and Oversight	3
0900 Total new obligations	503
Budgetary Resources:			
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)	1,250
1137 Appropriations applied to liquidate contract authority	-1,250
Contract authority, mandatory:			
1600 Contract authority	1,250
1640 Contract authority, mandatory (total)	1,250

NATIONAL INFRASTRUCTURE INVESTMENTS (TRANSPORTATION TRUST FUND)—Continued

Program and Financing—Continued

Identification code 69–8372–4–7–400	2013 actual	2014 est.	2015 est.
1900 Budget authority (total)			1,250
1930 Total budgetary resources available			1,250
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year			747
Change in obligated balance:			
Unpaid obligations:			
3010 Obligations incurred, unexpired accounts			503
3050 Unpaid obligations, end of year			503
Memorandum (non-add) entries:			
3200 Obligated balance, end of year			503
Budget authority and outlays, net:			
Mandatory:			
4090 Budget authority, gross			1,250
4180 Budget authority, net (total)			1,250

The FY 2015 Budget presents the Office of the Secretary's proposed reauthorization program and account structure, including the creation of a new National Infrastructure Investments account, also known as the Transportation Investment Generating Economic Recovery (TIGER) program. The Administration proposes to fund this account from the Multimodal Account of the Transportation Trust Fund. The FY 2015 Budget request includes \$1.25 billion for this account. For FY 2015, this account provides funding for grant awards or credit assistance on a competitive basis for capital investments in surface transportation infrastructure that will have a significant impact on the Nation, a metropolitan area or a region.

The Administration proposes to move a number of current General Fund programs into the Transportation Trust Fund, as part of the surface transportation reauthorization. Amounts reflected in this schedule represent the new mandatory contract authority and outlays supporting these programs. PAYGO costs will be calculated as the change between these amounts and reclassified baseline amounts in the existing General Fund accounts.

Object Classification (in millions of dollars)

Identification code 69–8372–4–7–400	2013 actual	2014 est.	2015 est.
25.2 Direct obligations: Other services from non-Federal sources			2
41.0 Allocation Account - direct: Grants, subsidies, and contributions			500
99.5 Below reporting threshold			1
99.9 Total new obligations			503

PAYMENTS TO AIR CARRIERS

(AIRPORT AND AIRWAY TRUST FUND)

In addition to funds made available from any other source to carry out the essential air service program under 49 U.S.C. 41731 through 41742, **[\$149,000,000] \$155,000,000**, to be derived from the Airport and Airway Trust Fund, to remain available until expended: *Provided*, That in determining between or among carriers competing to provide service to a community, the Secretary may consider the relative subsidy requirements of the carriers: *Provided further*, That basic essential air service minimum requirements shall not include the 15-passenger capacity requirement under subsection 41732(b)(3) of title 49, United States Code: *Provided further*, That none of the funds in this Act or any other Act shall be used to enter into a new contract with a community located less than 40 miles from the nearest small hub airport before the Secretary has negotiated

with the community over a local cost share. (*Department of Transportation Appropriations Act, 2014.*)

Program and Financing (in millions of dollars)

Identification code 69–8304–0–7–402	2013 actual	2014 est.	2015 est.
Obligations by program activity:			
0001 Payments to air carriers	160	147	155
0900 Total new obligations (object class 41.0)	160	147	155
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	10	14	16
1021 Recoveries of prior year unpaid obligations	21		
1050 Unobligated balance (total)	31	14	16
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)	143	149	155
1132 Appropriations temporarily reduced	–7		
1160 Appropriation, discretionary (total)	136	149	155
Spending authority from offsetting collections, discretionary:			
1700 Collected	7		
1750 Spending auth from offsetting collections, disc (total)	7		
1900 Budget authority (total)	143	149	155
1930 Total budgetary resources available	174	163	171
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	14	16	16
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	46	24	44
3010 Obligations incurred, unexpired accounts	160	147	155
3020 Outlays (gross)	–161	–127	–153
3040 Recoveries of prior year unpaid obligations, unexpired	–21		
3050 Unpaid obligations, end of year	24	44	46
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	46	24	44
3200 Obligated balance, end of year	24	44	46
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	143	149	155
Outlays, gross:			
4010 Outlays from new discretionary authority	136	89	93
4011 Outlays from discretionary balances	25	38	60
4020 Outlays, gross (total)	161	127	153
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4030 Federal sources	–7		
4180 Budget authority, net (total)	136	149	155
4190 Outlays, net (total)	154	127	153

Through 1997, the Essential Air Service program was funded from the Airport and Airway Trust Fund. Starting in 1998, the Federal Aviation Administration reauthorization funded it as a mandatory program supported by overflight fees under the Essential Air Service and Rural Airport Improvement Fund. In addition to mandatory funding supported by overflight fees, direct appropriations from the Airport and Airway Trust Fund to Payments to Air Carriers have been enacted every year beginning in 2002 to meet the needs of the essential air service program. For FY 2015, \$155 million is requested from the Airport and Airway Trust Fund for Payments to Air Carriers.

ADMINISTRATIVE PROVISIONS—OFFICE OF THE SECRETARY OF TRANSPORTATION

SEC. 101. None of the funds made available in this Act to an agency of the Department of Transportation **may** be obligated for the Office of the Secretary of Transportation to approve assessments or reimbursable agreements pertaining to funds appropriated to the modal administrations in this Act, except for activities underway on the date of enactment of this Act, unless such assessments or agreements have completed the normal reprogramming process for Congressional notification **shall be**

transferred to the Working Capital Fund without majority approval of the Working Capital Fund Steering Committee and approval of the Secretary.

SEC. 102. The Secretary or his designee may engage in activities with States and State legislators to consider proposals related to the reduction of motorcycle fatalities.

SEC. 103. Notwithstanding section 3324 of title 31, United States Code, in addition to authority provided by section 327 of title 49, United States Code, the Department's Working Capital Fund is hereby authorized to provide payments in advance to vendors that are necessary to carry out the Federal transit pass transportation fringe benefit program under Executive Order 13150 and section 3049 of Public Law 109-59: *Provided*, That the Department shall include adequate safeguards in the contract with the vendors to ensure timely and high-quality performance under the contract.

SEC. 104. The Secretary shall post on the Web site of the Department of Transportation a schedule of all meetings of the Credit Council, including the agenda for each meeting, and require the Credit Council to record the decisions and actions of each meeting. (*Department of Transportation Appropriations Act, 2014.*)

FEDERAL AVIATION ADMINISTRATION

The following table depicts the total funding for all Federal Aviation Administration (FAA) programs, for which more detail is furnished in the budget schedules:

[In millions of dollars]				
	2013 actual	2014 est.	2015 est.	
Budget Authority:				
Operations	9,148	9,651	9,750	
General Fund	[4,352]	[3,156]	[709]	
Facilities and Equipment (Trust Fund)	2,614	2,600	2,604	
Research, Engineering and Development (Trust Fund)	159	133	157	
Grants-in-Aid for Airports (Trust Fund)	3,343	3,480	2,770	
Total net	15,264	15,864	15,281	
Obligations:				
Operations	9,409	9,690	9,789	
Facilities and Equipment (Trust Fund)	2,780	2,541	2,597	
Research, Engineering and Development (Trust Fund)	153	165	190	
Grants-in-Aid for Airports (Trust Fund)	3,476	3,350	2,900	
Aviation Insurance Revolving Fund	13	30	72	
Total net	15,831	15,776	15,548	
Outlays:				
Operations	9,126	9,819	9,966	
Facilities and Equipment (Trust Fund)	2,753	2,716	2,692	
Facilities and Equipment (General Fund - ARRA)	1	—	—	
Research, Engineering and Development (Trust Fund)	152	172	171	
Grants-in-Aid for Airports (Trust Fund)	3,653	3,767	3,609	
Grants-in-Aid for Airports (General Fund - ARRA)	—	—	—	
Aviation Insurance Revolving Fund	-177	-155	-3	
Administrative Services Franchise Fund	4	30	18	
Total net	15,512	16,349	16,453	

Federal Funds

FEDERAL AVIATION ADMINISTRATION

OPERATIONS

(AIRPORT AND AIRWAY TRUST FUND)

For necessary expenses of the Federal Aviation Administration, not otherwise provided for, including operations and research activities related to commercial space transportation, administrative expenses for research and development, establishment of air navigation facilities, the operation (including leasing) and maintenance of aircraft, subsidizing the cost of aeronautical charts and maps sold to the public, lease or purchase of passenger motor vehicles for replacement only, in addition to amounts made available by Public Law [108-176, \$9,651,422,000] 112-95, \$9,750,000,000 of which [\$6,495,208,000] \$9,040,850,000 shall be derived from the Airport and Airway Trust Fund[, of which not to

exceed \$7,311,790,000 shall be available for air traffic organization activities; not to exceed \$1,204,777,000 shall be available for aviation safety activities; not to exceed \$16,011,000 shall be available for commercial space transportation activities; not to exceed \$762,462,000 shall be available for finance and management activities; not to exceed \$59,782,000 shall be available for NextGen and operations planning activities; and not to exceed \$296,600,000 shall be available for staff offices]: *Provided*, That not to exceed 2 percent of any budget activity, except for aviation safety budget activity, may be transferred to any budget activity under this heading: *Provided further*, That no transfer may increase or decrease any appropriation by more than 2 percent: [*Provided further*, That any transfer in excess of 2 percent shall be treated as a reprogramming of funds under section 405 of this Act and shall not be available for obligation or expenditure except in compliance with the procedures set forth in that section: *Provided further*, That not later than March 31 of each fiscal year hereafter, the Administrator of the Federal Aviation Administration shall transmit to Congress an annual update to the report submitted to Congress in December 2004 pursuant to section 221 of Public Law 108-176: *Provided further*, That the amount herein appropriated shall be reduced by \$100,000 for each day after March 31 that such report has not been submitted to the Congress: *Provided further*, That not later than March 31 of each fiscal year hereafter, the Administrator shall transmit to Congress a companion report that describes a comprehensive strategy for staffing, hiring, and training flight standards and aircraft certification staff in a format similar to the one utilized for the controller staffing plan, including stated attrition estimates and numerical hiring goals by fiscal year: *Provided further*, That the amount herein appropriated shall be reduced by \$100,000 per day for each day after March 31 that such report has not been submitted to Congress:] *Provided further*, That funds may be used to enter into a grant agreement with a nonprofit standard-setting organization to assist in the development of aviation safety standards: *Provided further*, That none of the funds in this Act shall be available for new applicants for the second career training program: [*Provided further*, That none of the funds in this Act shall be available for the Federal Aviation Administration to finalize or implement any regulation that would promulgate new aviation user fees not specifically authorized by law after the date of the enactment of this Act:] *Provided further*, That there may be credited to this appropriation as offsetting collections funds received from States, counties, municipalities, foreign authorities, other public authorities, and private sources for expenses incurred in the provision of agency services, including receipts for the maintenance and operation of air navigation facilities, and for issuance, renewal or modification of certificates, including airman, aircraft, and repair station certificates, or for tests related thereto, or for processing major repair or alteration forms[: *Provided further*, That of the funds appropriated under this heading, not less than \$140,000,000 shall be for the contract tower program, of which \$10,350,000 is for the contract tower cost share program: *Provided further*, That none of the funds in this Act for aeronautical charting and cartography are available for activities conducted by, or coordinated through, the Working Capital Fund]. (*Department of Transportation Appropriations Act, 2014.*)

Program and Financing (in millions of dollars)

Identification code 69-1301-0-1-402				
	2013 actual	2014 est.	2015 est.	
Obligations by program activity:				
0001 Air Traffic Organization (ATO)	7,275	7,336	7,419	
0002 NextGen	57	60	60	
0003 Finance & Management	552	768	771	
0004 Regulation and certification	1,223	1,213	1,225	
0005 Commercial space transportation	15	16	16	
0006 Human Resources	94	.....	.....
0007 Staff offices	193	297	298	
0100 Direct Program Activities Subtotal	9,409	9,690	9,789	
0799 Total direct obligations	9,409	9,690	9,789	
0801 Reimbursable program	159	189	189	
0900 Total new obligations	9,568	9,879	9,978	
Budgetary Resources:				
Unobligated balance:				
1000 Unobligated balance brought forward, Oct 1	48	34	52	
1011 Unobligated balance transfer from other accts [72-1037] ...	4	.....	.....

FEDERAL AVIATION ADMINISTRATION—Continued
Program and Financing—Continued

Identification code 69–1301–0–1–402		2013 actual	2014 est.	2015 est.
1021	Recoveries of prior year unpaid obligations	8		
1050	Unobligated balance (total)	60	34	52
Budget authority:				
Appropriations, discretionary:				
1100	Appropriation	4,593	3,156	709
1130	Appropriations permanently reduced	–240		
1160	Appropriation, discretionary (total)	4,353	3,156	709
Spending authority from offsetting collections, discretionary:				
1700	Collected	5,148	6,741	9,287
1701	Change in uncollected payments, Federal sources	55		
1723	New and/or unobligated balance of spending authority from offsetting collections temporarily reduced	–1		
1750	Spending auth from offsetting collections, disc (total)	5,202	6,741	9,287
1900	Budget authority (total)	9,555	9,897	9,996
1930	Total budgetary resources available	9,615	9,931	10,048
Memorandum (non-add) entries:				
1940	Unobligated balance expiring	–13		
1941	Unexpired unobligated balance, end of year	34	52	70
Change in obligated balance:				
Unpaid obligations:				
3000	Unpaid obligations, brought forward, Oct 1	1,579	1,520	1,334
3010	Obligations incurred, unexpired accounts	9,568	9,879	9,978
3011	Obligations incurred, expired accounts	54		
3020	Outlays (gross)	–9,585	–10,065	–10,212
3040	Recoveries of prior year unpaid obligations, unexpired	–8		
3041	Recoveries of prior year unpaid obligations, expired	–88		
3050	Unpaid obligations, end of year	1,520	1,334	1,100
Uncollected payments:				
3060	Uncollected pymts, Fed sources, brought forward, Oct 1	–236	–174	–174
3070	Change in uncollected pymts, Fed sources, unexpired	–55		
3071	Change in uncollected pymts, Fed sources, expired	117		
3090	Uncollected pymts, Fed sources, end of year	–174	–174	–174
Memorandum (non-add) entries:				
3100	Obligated balance, start of year	1,343	1,346	1,160
3200	Obligated balance, end of year	1,346	1,160	926
Budget authority and outlays, net:				
Discretionary:				
4000	Budget authority, gross	9,555	9,897	9,996
Outlays, gross:				
4010	Outlays from new discretionary authority	8,270	8,739	8,826
4011	Outlays from discretionary balances	1,315	1,326	1,386
4020	Outlays, gross (total)	9,585	10,065	10,212
Offsets against gross budget authority and outlays:				
Offsetting collections (collected) from:				
4030	Federal sources	–5,238	–6,696	–9,242
4033	Non-Federal sources	–17	–45	–45
4040	Offsets against gross budget authority and outlays (total)	–5,255	–6,741	–9,287
Additional offsets against gross budget authority only:				
4050	Change in uncollected pymts, Fed sources, unexpired	–55		
4052	Offsetting collections credited to expired accounts	107		
4060	Additional offsets against budget authority only (total)	52		
4070	Budget authority, net (discretionary)	4,352	3,156	709
4080	Outlays, net (discretionary)	4,330	3,324	925
4180	Budget authority, net (total)	4,352	3,156	709
4190	Outlays, net (total)	4,330	3,324	925
Memorandum (non-add) entries:				
5090	Unavailable balance, SOY: Offsetting collections		1	1
5091	Unavailable balance, EOY: Offsetting collections	1	1	1

For 2015, the Budget requests \$9,750 million for Federal Aviation Administration (FAA) operations. These funds will be used to continue to promote aviation safety and efficiency. The Budget provides funding for the Air Traffic Organization (ATO) which is responsible for managing the air traffic control system. As a performance-based organization, the ATO is designed to provide cost-effective, efficient, and, above all, safe air traffic services. The Budget also funds the Aviation Safety Organization which ensures the safe operation of the airlines and certifies new avi-

ation products. In addition, the request also funds regulation of the commercial space transportation industry, as well as FAA policy oversight and overall management functions.

Object Classification (in millions of dollars)

Identification code 69–1301–0–1–402		2013 actual	2014 est.	2015 est.
Direct obligations:				
Personnel compensation:				
11.1	Full-time permanent	4,579	4,523	4,616
11.3	Other than full-time permanent	34	24	25
11.5	Other personnel compensation	373	379	382
11.9	Total personnel compensation	4,986	4,926	5,023
12.1	Civilian personnel benefits	1,741	1,750	1,878
13.0	Benefits for former personnel	9	5	5
21.0	Travel and transportation of persons	106	152	153
22.0	Transportation of things	26	26	26
23.1	Rental payments to GSA	123	134	134
23.2	Rental payments to others	60	62	62
23.3	Communications, utilities, and miscellaneous charges	306	296	296
24.0	Printing and reproduction	5	6	6
25.1	Advisory and assistance services	466	464	338
25.2	Other services from non-Federal sources	1,407	1,659	1,658
26.0	Supplies and materials	129	156	156
31.0	Equipment	40	47	47
32.0	Land and structures	1	1	1
41.0	Grants, subsidies, and contributions	2	3	3
42.0	Insurance claims and indemnities	2	3	3
99.0	Direct obligations	9,409	9,690	9,789
99.0	Reimbursable obligations	159	189	189
99.9	Total new obligations	9,568	9,879	9,978

Employment Summary

Identification code 69–1301–0–1–402		2013 actual	2014 est.	2015 est.
1001	Direct civilian full-time equivalent employment	41,055	40,471	40,925
2001	Reimbursable civilian full-time equivalent employment	216	222	222

FACILITIES AND EQUIPMENT, RECOVERY ACT

Program and Financing (in millions of dollars)

Identification code 69–1304–0–1–402		2013 actual	2014 est.	2015 est.
Change in obligated balance:				
Unpaid obligations:				
3000	Unpaid obligations, brought forward, Oct 1	3	1	1
3020	Outlays (gross)	–1		
3041	Recoveries of prior year unpaid obligations, expired	–1		
3050	Unpaid obligations, end of year	1	1	1
Memorandum (non-add) entries:				
3100	Obligated balance, start of year	3	1	1
3200	Obligated balance, end of year	1	1	1
Budget authority and outlays, net:				
Discretionary:				
Outlays, gross:				
4011	Outlays from discretionary balances	1		
4190	Outlays, net (total)	1		

The American Recovery and Reinvestment Act of 2009 provided \$200 million to Federal Aviation Administration's (FAA) Facilities & Equipment account, which finances major capital investments related to modernizing and improving air traffic control and airway facilities, equipment, and systems. Funds were appropriated from the General Fund of the U.S. Treasury and available for obligation through 2010. The funding is being used to upgrade, modernize, and improve FAA power systems, air route traffic control centers, air traffic control towers, terminal radar approach control facilities, and navigation and landing equipment.

GRANTS-IN-AID FOR AIRPORTS, RECOVERY ACT

Program and Financing (in millions of dollars)

Identification code 69–1306–0–1–402	2013 actual	2014 est.	2015 est.
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	3	1	1
3020 Outlays (gross)	–1		
3041 Recoveries of prior year unpaid obligations, expired	–1		
3050 Unpaid obligations, end of year	1	1	1
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	3	1	1
3200 Obligated balance, end of year	1	1	1
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4011 Outlays from discretionary balances	1		
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4030 Federal sources	–1		
Additional offsets against gross budget authority only:			
4052 Offsetting collections credited to expired accounts	1		

The American Recovery and Reinvestment Act of 2009 provided \$1.1 billion for Grants-in-Aid for Airports. Funds were appropriated from the General Fund of the U.S. Treasury and were available for obligation through 2010. Discretionary grants were allocated to qualified airports based on a project priority system that addresses airport safety and security, runway safety, increased capacity, and mitigation of environmental impacts.

AVIATION USER FEES

Special and Trust Fund Receipts (in millions of dollars)

Identification code 69–5422–0–2–402	2013 actual	2014 est.	2015 est.
0100 Balance, start of year	65	35	16
Receipts:			
0200 Aviation User Fees, Overflight Fees	68	82	92
0220 Property Disposal or Lease Proceeds, Aviation User Fee	1		
0299 Total receipts and collections	69	82	92
0400 Total: Balances and collections	134	117	108
Appropriations:			
0500 Essential Air Service and Rural Airport Improvement Fund	5	9	
0501 Aviation User Fees	–104	–130	–106
0599 Total appropriations	–99	–121	–106
0610 Aviation User Fees		20	
0799 Balance, end of year	35	16	2

Program and Financing (in millions of dollars)

Identification code 69–5422–0–2–402	2013 actual	2014 est.	2015 est.
Obligations by program activity:			
0001 Other Collections		1	
0100 Direct program activities, subtotal		1	
0900 Total new obligations (object class 25.2)		1	
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	16	21	
1011 Unobligated balance transfer from other accts [69–5423]	4		
1029 Other balances withdrawn		–20	
1050 Unobligated balance (total)	20	1	
Budget authority:			
Appropriations, mandatory:			
1201 Appropriation (special or trust fund)	104	130	106
1220 Appropriations transferred to other accts [69–5423]	–103	–130	–106
1260 Appropriations, mandatory (total)	1		
1900 Budget authority (total)	1		
1930 Total budgetary resources available	21	1	

Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	21		
Special and non-revolving trust funds:			
1950 Other balances withdrawn and returned to unappropriated receipts		20	

Change in obligated balance:			
Unpaid obligations:			
3010 Obligations incurred, unexpired accounts	1		
3020 Outlays (gross)	–1		

Budget authority and outlays, net:			
Mandatory:			
4090 Budget authority, gross	1		
Outlays, gross:			
4101 Outlays from mandatory balances	1		
4180 Budget authority, net (total)	1		
4190 Outlays, net (total)	1		

The Federal Aviation Reauthorization Act of 1996 (P.L. 104–264) authorized the collection of user fees for air traffic control and related services provided by the Federal Aviation Administration to aircraft that neither take off nor land in the United States, commonly known as overflight fees. The Budget estimates that \$92 million in overflight fees will be collected in 2015.

AVIATION INSURANCE REVOLVING FUND

Program and Financing (in millions of dollars)

Identification code 69–4120–0–3–402	2013 actual	2014 est.	2015 est.
Obligations by program activity:			
0801 Program Administration	4	7	
0802 Insurance Claims	9		
0803 Insurance Claims from Probabilistic Loss Estimates		23	46
0900 Total new obligations	13	30	46

Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	1,834	2,012	2,160
Budget authority:			
Spending authority from offsetting collections, mandatory:			
1800 Collected	191	178	30
1850 Spending auth from offsetting collections, mand (total)	191	178	30
1930 Total budgetary resources available	2,025	2,190	2,190
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	2,012	2,160	2,144

Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	2	1	8
3010 Obligations incurred, unexpired accounts	13	30	46
3020 Outlays (gross)	–14	–23	–46
3050 Unpaid obligations, end of year	1	8	8
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	2	1	8
3200 Obligated balance, end of year	1	8	8

Budget authority and outlays, net:			
Mandatory:			
4090 Budget authority, gross	191	178	30
Outlays, gross:			
4100 Outlays from new mandatory authority	13	23	
4101 Outlays from mandatory balances	1		46
4110 Outlays, gross (total)	14	23	46
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4121 Interest on Federal securities	–26	–12	–30
4123 Non-Federal sources	–165	–166	
4130 Offsets against gross budget authority and outlays (total)	–191	–178	–30
4170 Outlays, net (mandatory)	–177	–155	16
4190 Outlays, net (total)	–177	–155	16

Memorandum (non-add) entries:			
5000 Total investments, SOY: Federal securities: Par value	1,818	1,937	1,994
5001 Total investments, EOY: Federal securities: Par value	1,937	1,994	2,147

AVIATION INSURANCE REVOLVING FUND—Continued
Summary of Budget Authority and Outlays (in millions of dollars)

	2013 actual	2014 est.	2015 est.
Enacted/requested:			
Outlays	-177	-155	16
Legislative proposal, subject to PAYGO:			
Outlays			-19
Total:			
Outlays	-177	-155	-3

The fund provides direct support for the aviation insurance program (chapter 443 of title 49, U.S. Code). Income to the fund is derived from premium collections for premium insurance coverage issued, income from authorized investments, and filing fees for non-premium coverage issued. The non-premium program provides aviation insurance coverage for aircraft used in connection with certain Government contract operations by a Department or Agency that agrees to indemnify the Secretary of Transportation for any losses covered by the insurance. The premium program provides war risk insurance coverage at a premium based on activity. The Homeland Security Act of 2002 (P.L. 107-296) added a provision to require the Secretary to provide additional premium war risk insurance coverage (hull loss or damage and passenger and crew liability) to air carriers insured for third party war risk liability on November 25, 2002. The premium war risk insurance policy covers: (i) hull losses at agreed value; (ii) death, injury or property loss to passengers or crew, the limit being the same as the air carrier's commercial coverage as of November 25, 2002; and (iii) third party liability. Current premiums are capped, and FAA does not collect enough premiums to cover its potential risk. The Budget includes outlays reflecting probabilistic estimates of losses for the aviation war risk insurance program. The authority to provide aviation war risk insurance expires on September 30, 2014. The Administration plans to submit a legislative proposal to reform the Aviation War Risk Insurance Program. The Administration's reform proposal will request permanent authority that will not require a future reauthorization. The legislative proposal returns U.S. air carriers to the commercial aviation insurance market for most of their terrorism and war risk insurance coverage. However, the U.S. Government will continue to provide coverage for losses associated with terrorist attacks involving the use of nuclear, bio- and/or radioactive (NBCR) weapons, as this coverage is not commercially available. Under the proposal, the Administration will charge a premium commensurate with the financial risk being assumed for the NBCR coverage. For this reason, this proposal is largely budget neutral. The proposal will also allow the Administration to react immediately to future market failures, if any, by providing the Secretary of Transportation with authority to provide full aviation war risk insurance for ninety (90) days in the event of a widespread cancellation of coverage by the private insurance market, similar to the one experienced immediately following the attacks of September 11, 2001. In addition, the proposal will extend the "Non-Premium War Risk Insurance Program" that ensures air carriers can obtain the necessary insurance to operate under Department of Defense contracts in support of national defense.

Object Classification (in millions of dollars)

Identification code 69-4120-0-3-402	2013 actual	2014 est.	2015 est.
Reimbursable obligations:			
11.1 Personnel compensation: Full-time permanent	1	1	
25.1 Advisory and assistance services		1	
42.0 Projected Insurance claims and indemnities	10	23	46
44.0 Refunds	2	5	

99.9	Total new obligations	13	30	46
------	-----------------------------	----	----	----

Employment Summary

Identification code 69-4120-0-3-402	2013 actual	2014 est.	2015 est.
2001 Reimbursable civilian full-time equivalent employment	5	5	

AVIATION INSURANCE REVOLVING FUND
(Legislative proposal, subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 69-4120-4-3-402	2013 actual	2014 est.	2015 est.
Obligations by program activity:			
0801 Program Administration			7
0803 Insurance Claims from Probabilistic Loss Estimates			19
0900 Total new obligations			26
Budgetary Resources:			
Budget authority:			
Spending authority from offsetting collections, mandatory:			
1800 Collected			45
1850 Spending auth from offsetting collections, mand (total)			45
1930 Total budgetary resources available			45
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year			19
Change in obligated balance:			
Unpaid obligations:			
3010 Obligations incurred, unexpired accounts			26
3020 Outlays (gross)			-26
Budget authority and outlays, net:			
Mandatory:			
4090 Budget authority, gross			45
Outlays, gross:			
4100 Outlays from new mandatory authority			26
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4123 Non-Federal sources			-45
4190 Outlays, net (total)			-19

Object Classification (in millions of dollars)

Identification code 69-4120-4-3-402	2013 actual	2014 est.	2015 est.
Reimbursable obligations:			
11.1 Personnel compensation: Full-time permanent			1
25.1 Advisory and assistance services			1
42.0 Projected Insurance claims and indemnities			19
44.0 Refunds			5
99.9 Total new obligations			26

Employment Summary

Identification code 69-4120-4-3-402	2013 actual	2014 est.	2015 est.
2001 Reimbursable civilian full-time equivalent employment			5

ADMINISTRATIVE SERVICES FRANCHISE FUND

Program and Financing (in millions of dollars)

Identification code 69-4562-0-4-402	2013 actual	2014 est.	2015 est.
Obligations by program activity:			
0801 Accounting Services	61	59	60
0804 Information Services	97	111	113
0805 Duplicating Services	3	3	3
0806 Multi Media	2	2	2
0807 CMEI/Training	5	8	8
0808 International Training	4	7	7
0810 Logistics	206	211	214
0811 Aircraft Maintenance	61	64	65
0812 Acquisition	9	9	9

0900	Total new obligations	448	474	481
Budgetary Resources:				
Unobligated balance:				
1000	Unobligated balance brought forward, Oct 1	109	121	147
1021	Recoveries of prior year unpaid obligations	35		
1050	Unobligated balance (total)	144	121	147
Budget authority:				
Spending authority from offsetting collections, discretionary:				
1700	Collected	420	500	430
1701	Change in uncollected payments, Federal sources	5		
1750	Spending auth from offsetting collections, disc (total)	425	500	430
1930	Total budgetary resources available	569	621	577
Memorandum (non-add) entries:				
1941	Unexpired unobligated balance, end of year	121	147	96
Change in obligated balance:				
Unpaid obligations:				
3000	Unpaid obligations, brought forward, Oct 1	169	158	102
3010	Obligations incurred, unexpired accounts	448	474	481
3020	Outlays (gross)	-424	-530	-448
3040	Recoveries of prior year unpaid obligations, unexpired	-35		
3050	Unpaid obligations, end of year	158	102	135
Uncollected payments:				
3060	Uncollected pymts, Fed sources, brought forward, Oct 1	-7	-12	-12
3070	Change in uncollected pymts, Fed sources, unexpired	-5		
3090	Uncollected pymts, Fed sources, end of year	-12	-12	-12
Memorandum (non-add) entries:				
3100	Obligated balance, start of year	162	146	90
3200	Obligated balance, end of year	146	90	123
Budget authority and outlays, net:				
Discretionary:				
4000	Budget authority, gross	425	500	430
Outlays, gross:				
4010	Outlays from new discretionary authority	314	340	292
4011	Outlays from discretionary balances	110	190	156
4020	Outlays, gross (total)	424	530	448
Offsets against gross budget authority and outlays:				
Offsetting collections (collected) from:				
4030	Federal sources	-420	-500	-430
Additional offsets against gross budget authority only:				
4050	Change in uncollected pymts, Fed sources, unexpired	-5		
4080	Outlays, net (discretionary)	4	30	18
4190	Outlays, net (total)	4	30	18

In 1997, the Federal Aviation Administration (FAA) established a franchise fund to finance operations where the costs for goods and services provided are charged to the users on a fee-for-service basis. The fund improves organizational efficiency and provides better support to FAA's internal and external customers. The activities included in this franchise fund are: training, accounting, travel, duplicating services, multi-media services, information technology, material management (logistics), and aircraft maintenance.

Object Classification (in millions of dollars)

Identification code 69-4562-0-4-402		2013 actual	2014 est.	2015 est.
Reimbursable obligations:				
11.1	Personnel compensation: Full-time permanent	129	138	140
12.1	Civilian personnel benefits	42	41	41
21.0	Travel and transportation of persons	5	7	7
22.0	Transportation of things	8	9	9
23.3	Communications, utilities, and miscellaneous charges	13	13	14
24.0	Printing and reproduction	1	1	1
25.2	Other services from non-Federal sources	179	187	190
26.0	Supplies and materials	64	65	66
31.0	Equipment	7	12	12
42.0	Insurance claims and indemnities		1	1
99.9	Total new obligations	448	474	481

Employment Summary

Identification code 69-4562-0-4-402		2013 actual	2014 est.	2015 est.
2001	Reimbursable civilian full-time equivalent employment	1,752	1,779	2,072

Trust Funds**AIRPORT AND AIRWAY TRUST FUND****Program and Financing (in millions of dollars)**

Identification code 69-8103-0-7-402	2013 actual	2014 est.	2015 est.	
Memorandum (non-add) entries:				
5000	Total investments, SOY: Federal securities: Par value	10,425	11,808	12,069
5001	Total investments, EOY: Federal securities: Par value	11,808	12,069	10,810

Section 9502 of Title 26, U.S. Code, provides for amounts equivalent to the funds received in the U.S. Treasury for the passenger ticket tax and certain other taxes paid by airport and airway users to be transferred to the Airport and Airway Trust Fund. In turn, appropriations are authorized from this fund to meet obligations for airport improvement grants, Federal Aviation Administration facilities and equipment, research, operations, payment to air carriers, and for the Bureau of Transportation Statistics Office of Airline Information.

To more equitably distribute the cost of air traffic services across the aviation user community, the Administration proposes to establish a new surcharge for air traffic services of \$100 per flight. Military aircraft, public aircraft, piston aircraft, air ambulances, aircraft operating outside of controlled airspace, and Canada-to-Canada flights would be exempt. The revenues generated by the surcharge would be deposited into the Airport and Airway Trust Fund. The surcharge would be effective for flights beginning after September 30, 2014.

The status of the fund is as follows:

Status of Funds (in millions of dollars)

Identification code 69-8103-0-7-402		2013 actual	2014 est.	2015 est.
Unexpended balance, start of year:				
0100	Balance, start of year	11,623	13,203	13,521
Adjustments:				
0191	Rounding adjustment	-1	.....	.....
0199	Total balance, start of year	11,622	13,203	13,521
Cash income during the year:				
Current law:				
Receipts:				
1200	Excise Taxes, Airport and Airway Trust Fund	12,854	13,347	13,814
Offsetting receipts (intragovernmental):				
1240	Interest, Airport and Airway Trust Fund	235	248	254
Offsetting collections:				
1280	Payments to Air Carriers	7	.....	.....
1281	Grants-in-aid for Airports (Airport and Airway Trust Fund)	1	.....	.....
1282	Grants-in-aid for Airports (Airport and Airway Trust Fund) .....	.....	1	1
1283	Facilities and Equipment (Airport and Airway Trust Fund)	42	15	15
1284	Facilities and Equipment (Airport and Airway Trust Fund)	54	27	27
1285	Research, Engineering and Development (Airport and Airway Trust Fund)	6	3	3
1299	Income under present law	13,199	13,641	14,114
Proposed legislation:				
Receipts:				
2201	Excise Taxes, Airport and Airway Trust Fund .....	.....	.....	967
2299	Income under proposed legislation .....	.....	.....	967
3299	Total cash income	13,199	13,641	15,081
Cash outgo during year:				
Current law:				
4500	Payments to Air Carriers	-161	-127	-153
4500	Trust Fund Share of FAA Activities (Airport and Airway Trust Fund)	-4,796	-6,495	-9,041
4500	Grants-in-aid for Airports (Airport and Airway Trust Fund)	-3,654	-3,768	-3,610

AIRPORT AND AIRWAY TRUST FUND—Continued
Status of Funds—Continued

Identification code 69–8103–0–7–402		2013 actual	2014 est.	2015 est.
4500	Facilities and Equipment (Airport and Airway Trust Fund)	–2,849	–2,758	–2,734
4500	Research, Engineering and Development (Airport and Airway Trust Fund)	–158	–175	–174
4599	Outgo under current law (-)	–11,618	–13,323	–15,712
6599	Total cash outgo (-)	–11,618	–13,323	–15,712
Unexpended balance, end of year:				
8700	Uninvested balance (net), end of year	1,395	1,452	2,080
8701	Airport and Airway Trust Fund	11,808	12,069	10,810
8799	Total balance, end of year	13,203	13,521	12,890

GRANTS-IN-AID FOR AIRPORTS
(LIQUIDATION OF CONTRACT AUTHORIZATION)
(LIMITATION ON OBLIGATIONS)
(AIRPORT AND AIRWAY TRUST FUND)
(INCLUDING TRANSFER OF FUNDS)

For liquidation of obligations incurred for grants-in-aid for airport planning and development, and noise compatibility planning and programs as authorized under subchapter I of chapter 471 and subchapter I of chapter 475 of title 49, United States Code, and under other law authorizing such obligations; for procurement, installation, and commissioning of runway incursion prevention devices and systems at airports of such title; for grants authorized under section 41743 of title 49, United States Code; and for inspection activities and administration of airport safety programs, including those related to airport operating certificates under section 44706 of title 49, United States Code, **[\$3,200,000,000,] \$3,200,000,000**, to be derived from the Airport and Airway Trust Fund and to remain available until expended: *Provided*, That none of the funds under this heading shall be available for the planning or execution of programs the obligations for which are in excess of **[\$3,350,000,000] \$2,900,000,000** in fiscal year **[2014] 2015**, notwithstanding section 47117(g) of title 49, United States Code: *Provided further*, That none of the funds under this heading shall be available for the replacement of baggage conveyor systems, reconfiguration of terminal baggage areas, or other airport improvements that are necessary to install bulk explosive detection systems: *Provided further*, That notwithstanding section 47109(a) of title 49, United States Code, the Government's share of allowable project costs under paragraph (2) for subgrants or paragraph (3) of that section shall be 95 percent for a project at other than a large or medium hub airport that is a successive phase of a multi-phased construction project for which the project sponsor received a grant in fiscal year 2011 for the construction project: *Provided further*, That notwithstanding any other provision of law, of funds limited under this heading, not more than **[\$106,600,000] \$107,100,000** shall be obligated for administration, not less than **\$15,000,000** shall be available for the Airport Cooperative Research Program, not less than **[\$29,500,000] \$29,750,000** shall be available for Airport Technology Research, and **\$5,000,000**, to remain available until expended, shall be available and transferred to "Office of the Secretary, Salaries and Expenses" to carry out the Small Community Air Service Development Program.

(CANCELLATION)

Of the amounts authorized under sections 48103 and 48112 of Title 49, United States Code, \$256,000,000 are hereby permanently cancelled from amounts authorized for the fiscal year ending September 30, 2015 and prior years. (Department of Transportation Appropriations Act, 2014.)

Program and Financing (in millions of dollars)

Identification code 69–8106–0–7–402		2013 actual	2014 est.	2015 est.
Obligations by program activity:				
0001	Grants-in-aid for airports	3,326	3,193	2,749
0002	Personnel and related expenses	100	107	107
0003	Airport technology research	29	30	29
0005	Small community air service	6	5	

0006	Airport Cooperative Research	15	15	15
0100	Total direct program	3,476	3,350	2,900
0799	Total direct obligations	3,476	3,350	2,900
0801	Reimbursable program			1
0900	Total new obligations	3,476	3,350	2,901

Budgetary Resources:
Unobligated balance:

1000	Unobligated balance brought forward, Oct 1	14	15	146
1001	Discretionary unobligated balance brought fwd, Oct 1	14	1	
1021	Recoveries of prior year unpaid obligations	133		
1050	Unobligated balance (total)	147	15	146
Budget authority:				
Appropriations, discretionary:				
1101	Appropriation (special or trust fund)	3,435	3,200	3,200
1137	Appropriations applied to liquidate contract authority	–3,435	–3,200	–3,200
Contract authority, discretionary:				
1500	Contract authority			126
1520	Contract authority and/or unobligated balance of contract authority permanently reduced			–130
1520	Contract authority and/or unobligated balance of contract authority permanently reduced			–126
1540	Contract authority, discretionary (total)			–130
Contract authority, mandatory:				
1600	Contract authority (P.L. 112–95)	3,350	3,350	3,350
1600	Contract authority (49 USC 48112)		130	
1620	Contract authority and/or unobligated balance of contract authority permanently reduced	–7		
1640	Contract authority, mandatory (total)	3,343	3,480	3,350
Spending authority from offsetting collections, discretionary:				
1700	Collected	1	1	1
1750	Spending auth from offsetting collections, disc (total)	1	1	1
1900	Budget authority (total)	3,344	3,481	3,221
1930	Total budgetary resources available	3,491	3,496	3,367
Memorandum (non-add) entries:				
1941	Unexpired unobligated balance, end of year	15	146	466

Change in obligated balance:

Unpaid obligations:				
3000	Unpaid obligations, brought forward, Oct 1	5,428	5,117	4,699
3010	Obligations incurred, unexpired accounts	3,476	3,350	2,901
3020	Outlays (gross)	–3,654	–3,768	–3,610
3040	Recoveries of prior year unpaid obligations, unexpired	–133		
3050	Unpaid obligations, end of year	5,117	4,699	3,990
Memorandum (non-add) entries:				
3100	Obligated balance, start of year	5,428	5,117	4,699
3200	Obligated balance, end of year	5,117	4,699	3,990

Budget authority and outlays, net:

Discretionary:				
4000	Budget authority, gross	1	1	–129
Outlays, gross:				
4010	Outlays from new discretionary authority	589	673	591
4011	Outlays from discretionary balances	3,065	3,095	3,019
4020	Outlays, gross (total)	3,654	3,768	3,610
Offsets against gross budget authority and outlays:				
Offsetting collections (collected) from:				
4030	Federal sources	–1		
4033	Non-Federal sources		–1	–1
4040	Offsets against gross budget authority and outlays (total)	–1	–1	–1
4070	Budget authority, net (discretionary)			–130
4080	Outlays, net (discretionary)	3,653	3,767	3,609
Mandatory:				
4090	Budget authority, gross	3,343	3,480	3,350
4180	Budget authority, net (total)	3,343	3,480	3,220
4190	Outlays, net (total)	3,653	3,767	3,609

Memorandum (non-add) entries:

5052	Obligated balance, SOY: Contract authority	3,556	3,464	3,744
5053	Obligated balance, EOY: Contract authority	3,464	3,744	3,764
5061	Limitation on obligations (Transportation Trust Funds)	3,343	3,350	2,900

Summary of Budget Authority and Outlays (in millions of dollars)

		2013 actual	2014 est.	2015 est.
Enacted/requested:				
Budget Authority		3,343	3,480	3,220

Outlays	3,653	3,767	3,609
Legislative proposal, not subject to PAYGO:			
Budget Authority			-450
Total:			
Budget Authority	3,343	3,480	2,770
Outlays	3,653	3,767	3,609

Subchapter I of chapter 471, title 49, U.S. Code provides for airport improvement grants, including those emphasizing capacity development, safety and security needs; and chapter 475 of title 49 provides for grants for aircraft noise compatibility planning and programs. The FY 2015 budget request proposes to lower funding for the airport grants program to \$2.9 billion, offset in part by eliminating passenger and cargo entitlement funding for large hub airports. To assist those airports that need the most help, the Administration proposes to focus Federal grants to support smaller commercial and general aviation airports that do not have access to additional revenue or other outside sources of capital. The Budget also proposes to allow all commercial service airports to increase the non-Federal Passenger Facility Charge, thereby giving airports greater flexibility to generate their own revenue. The combination of these changes to the AIP and PFC programs will allow airports to effectively transition to a reduced AIP level without hindering their ability to meet existing capital needs of the national airport system.

Object Classification (in millions of dollars)

Identification code 69-8106-0-7-402	2013 actual	2014 est.	2015 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	61	64	65
11.3 Other than full-time permanent	1	1	1
11.5 Other personnel compensation		2	1
11.9 Total personnel compensation	62	67	67
12.1 Civilian personnel benefits	18	20	19
21.0 Travel and transportation of persons	2	3	3
23.2 Rental payments to others	1	1	1
25.1 Advisory and assistance services	16	15	27
25.2 Other services from non-Federal sources	6	5	25
25.4 Operation and maintenance of facilities	19	24	1
25.7 Operation and maintenance of equipment	7	7	5
26.0 Supplies and materials	1	1	1
31.0 Equipment	2	1	1
32.0 Land and structures	6	1	1
41.0 Grants, subsidies, and contributions	3,330	3,200	2,749
94.0 Financial transfers	6	5	
99.0 Direct obligations	3,476	3,350	2,900
99.0 Reimbursable obligations			1
99.9 Total new obligations	3,476	3,350	2,901

Employment Summary

Identification code 69-8106-0-7-402	2013 actual	2014 est.	2015 est.
1001 Direct civilian full-time equivalent employment	555	605	608
2001 Reimbursable civilian full-time equivalent employment		1	1

GRANTS-IN-AID FOR AIRPORTS (AIRPORT AND AIRWAY TRUST FUND)

(Legislative proposal, not subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 69-8106-2-7-402	2013 actual	2014 est.	2015 est.
Budgetary Resources:			
Budget authority:			
Contract authority, mandatory:			
1600 Contract authority (P.L. 112-95)			-450
1640 Contract authority, mandatory (total)			-450
1930 Total budgetary resources available			-450
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year			-450

Budget authority and outlays, net:

Mandatory:			
4090 Budget authority, gross			-450
4180 Budget authority, net (total)			-450

Memorandum (non-add) entries:

5053 Obligated balance, EOY: Contract authority			-450
---	--	--	------

FACILITIES AND EQUIPMENT

(AIRPORT AND AIRWAY TRUST FUND)

For necessary expenses, not otherwise provided for, for acquisition, establishment, technical support services, improvement by contract or purchase, and hire of national airspace systems and experimental facilities and equipment, as authorized under part A of subtitle VII of title 49, United States Code, including initial acquisition of necessary sites by lease or grant; engineering and service testing, including construction of test facilities and acquisition of necessary sites by lease or grant; construction and furnishing of quarters and related accommodations for officers and employees of the Federal Aviation Administration stationed at remote localities where such accommodations are not available; and the purchase, lease, or transfer of aircraft from funds available under this heading, including aircraft for aviation regulation and certification; to be derived from the Airport and Airway Trust Fund, [\$2,600,000,000] \$2,603,700,00, of which [\$450,250,000] \$463,000,000 shall remain available until September 30, [2014] 2015, and [\$2,149,750,000] \$2,140,700,000 shall remain available until September 30, [2016] 2017: *Provided*, That there may be credited to this appropriation funds received from States, counties, municipalities, other public authorities, and private sources, for expenses incurred in the establishment, improvement, and modernization of national airspace systems: *Provided further*, That upon initial submission to the Congress of the fiscal year [2015] 2016 President's budget, the Secretary of Transportation shall transmit to the Congress a comprehensive capital investment plan for the Federal Aviation Administration which includes funding for each budget line item for fiscal years [2015] 2016 through [2019] 2020, with total funding for each year of the plan constrained to the funding targets for those years as estimated and approved by the Office of Management and Budget. (*Department of Transportation Appropriations Act, 2014.*)

Program and Financing (in millions of dollars)

Identification code 69-8107-0-7-402	2013 actual	2014 est.	2015 est.
Obligations by program activity:			
0001 Engineering, development, test and evaluation	428	425	270
0002 Procurement and modernization of air traffic control (ATC) facilities and equipment	1,510	1,289	1,488
0003 Procurement and modernization of non-ATC facilities and equipment	146	168	159
0004 Mission support	227	195	216
0005 Personnel and related expenses	455	450	463
0006 Hurricane Sandy	14	14	1
0100 Subtotal, direct program	2,780	2,541	2,597
0799 Total direct obligations	2,780	2,541	2,597
0801 Reimbursable program	83	79	78
0900 Total new obligations	2,863	2,620	2,675

Budgetary Resources:

Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	1,163	1,091	1,113
1001 Discretionary unobligated balance brought fwd, Oct 1	1,163		
1021 Recoveries of prior year unpaid obligations	75		
1050 Unobligated balance (total)	1,238	1,091	1,113
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)	2,761	2,600	2,604
1132 Appropriations temporarily reduced	-144		
1160 Appropriation, discretionary (total)	2,617	2,600	2,604
Spending authority from offsetting collections, discretionary:			
1700 Collected	86	42	42
1701 Change in uncollected payments, Federal sources	22		

FACILITIES AND EQUIPMENT—Continued
Program and Financing—Continued

Identification code 69-8107-0-7-402	2013 actual	2014 est.	2015 est.
1723 New and/or unobligated balance of spending authority from offsetting collections temporarily reduced	-3		
1750 Spending auth from offsetting collections, disc (total)	105	42	42
1900 Budget authority (total)	2,722	2,642	2,646
1930 Total budgetary resources available	3,960	3,733	3,759
Memorandum (non-add) entries:			
1940 Unobligated balance expiring	-6		
1941 Unexpired unobligated balance, end of year	1,091	1,113	1,084
Special and non-revolving trust funds:			
1950 Other balances withdrawn and returned to unappropriated receipts	44		
1951 Unobligated balance expiring	6		
1952 Expired unobligated balance, start of year	103	78	78
1953 Expired unobligated balance, end of year	72	78	78
1954 Unobligated balance canceling	44		
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	1,942	1,862	1,724
3010 Obligations incurred, unexpired accounts	2,863	2,620	2,675
3011 Obligations incurred, expired accounts	7		
3020 Outlays (gross)	-2,849	-2,758	-2,734
3040 Recoveries of prior year unpaid obligations, unexpired	-75		
3041 Recoveries of prior year unpaid obligations, expired	-26		
3050 Unpaid obligations, end of year	1,862	1,724	1,665
Uncollected payments:			
3060 Uncollected pymts, Fed sources, brought forward, Oct 1	-81	-87	-87
3070 Change in uncollected pymts, Fed sources, unexpired	-22		
3071 Change in uncollected pymts, Fed sources, expired	16		
3090 Uncollected pymts, Fed sources, end of year	-87	-87	-87
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	1,861	1,775	1,637
3200 Obligated balance, end of year	1,775	1,637	1,578
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	2,722	2,642	2,646
Outlays, gross:			
4010 Outlays from new discretionary authority	1,001	1,126	1,134
4011 Outlays from discretionary balances	1,845	1,632	1,600
4020 Outlays, gross (total)	2,846	2,758	2,734
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4030 Federal sources	-42	-15	-15
4033 Non-Federal sources	-54	-27	-27
4040 Offsets against gross budget authority and outlays (total)	-96	-42	-42
Additional offsets against gross budget authority only:			
4050 Change in uncollected pymts, Fed sources, unexpired	-22		
4052 Offsetting collections credited to expired accounts	10		
4060 Additional offsets against budget authority only (total)	-12		
4070 Budget authority, net (discretionary)	2,614	2,600	2,604
4080 Outlays, net (discretionary)	2,750	2,716	2,692
Mandatory:			
Outlays, gross:			
4101 Outlays from mandatory balances	3		
4180 Budget authority, net (total)	2,614	2,600	2,604
4190 Outlays, net (total)	2,753	2,716	2,692
Memorandum (non-add) entries:			
5090 Unavailable balance, SOY: Offsetting collections		3	3
5091 Unavailable balance, EOY: Offsetting collections	3	3	3

Funding in this account provides for the deployment of communications, navigation, surveillance, and related capabilities within the National Airspace System (NAS). This includes funding for several activities of the Next Generation Air Transportation System, a joint effort between the Department of Transportation, the National Aeronautics and Space Administration, and the Departments of Defense, Homeland Security, and Commerce to improve the safety, capacity, security, and environmental performance of the NAS. The funding request supports the Federal Aviation Administration's comprehensive plan for

modernizing, maintaining, and improving air traffic control and airway facilities services.

Object Classification (in millions of dollars)

Identification code 69-8107-0-7-402	2013 actual	2014 est.	2015 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	307	303	314
11.3 Other than full-time permanent	2	2	2
11.5 Other personnel compensation	9	9	9
11.9 Total personnel compensation	318	314	325
12.1 Civilian personnel benefits	89	85	88
13.0 Benefits for former personnel	1		
21.0 Travel and transportation of persons	36	41	39
22.0 Transportation of things	2	2	2
23.2 Rental payments to others	39	30	28
23.3 Communications, utilities, and miscellaneous charges	23	24	26
25.1 Advisory and assistance services	1,722	1,495	1,485
25.2 Other services from non-Federal sources	114	109	114
25.3 Other goods and services from Federal sources	50	56	62
25.4 Operation and maintenance of facilities	55	61	68
25.5 Research and development contracts	3	1	1
25.7 Operation and maintenance of equipment	59	58	59
26.0 Supplies and materials	20	16	17
31.0 Equipment	148	165	186
32.0 Land and structures	92	82	96
41.0 Grants, subsidies, and contributions	5	2	1
43.0 Interest and dividends	4		
99.0 Direct obligations	2,780	2,541	2,597
99.0 Reimbursable obligations	83	79	78
99.9 Total new obligations	2,863	2,620	2,675

Employment Summary

Identification code 69-8107-0-7-402	2013 actual	2014 est.	2015 est.
1001 Direct civilian full-time equivalent employment	2,733	2,670	2,733
2001 Reimbursable civilian full-time equivalent employment	62	62	62

RESEARCH, ENGINEERING, AND DEVELOPMENT

(AIRPORT AND AIRWAY TRUST FUND)

[(INCLUDING RESCISSION)]

For necessary expenses, not otherwise provided for, for research, engineering, and development, as authorized under part A of subtitle VII of title 49, United States Code, including construction of experimental facilities and acquisition of necessary sites by lease or grant, **[\$158,792,000]** **\$156,750,000**, to be derived from the Airport and Airway Trust Fund and to remain available until September 30, **[2016]** **2017: Provided**, That there may be credited to this appropriation as offsetting collections, funds received from States, counties, municipalities, other public authorities, and private sources, which shall be available for expenses incurred for research, engineering, and development **[**: *Provided further*, That of the unobligated balances from prior year appropriations available under this heading, **\$26,183,998** are rescinded **]**. (*Department of Transportation Appropriations Act, 2014.*)

Program and Financing (in millions of dollars)

Identification code 69-8108-0-7-402	2013 actual	2014 est.	2015 est.
Obligations by program activity:			
0011 Improve aviation safety	88	91	111
0012 Economic Competitiveness	24	38	30
0013 Reduce environmental impact of aviation	35	30	43
0014 Improve the efficiency of mission support	6	6	6
0100 Subtotal, direct program	153	165	190
0799 Total direct obligations	153	165	190
0801 Reimbursable program	2	1	1
0900 Total new obligations	155	166	191

Budgetary Resources:			
Unobligated balance:			
1000	Unobligated balance brought forward, Oct 1	75	83
1021	Recoveries of prior year unpaid obligations	5	
1050	Unobligated balance (total)	80	83
Budget authority:			
Appropriations, discretionary:			
1101	Appropriation (special or trust fund)	168	159
1132	Appropriations temporarily reduced	-9	
1133	Unobligated balance of appropriations temporarily reduced	-26	
1160	Appropriation, discretionary (total)	159	133
Spending authority from offsetting collections, discretionary:			
1700	Collected	3	3
1701	Change in uncollected payments, Federal sources	-1	
1750	Spending auth from offsetting collections, disc (total)	2	3
1900	Budget authority (total)	161	136
1930	Total budgetary resources available	241	219
Memorandum (non-add) entries:			
1940	Unobligated balance expiring	-3	
1941	Unexpired unobligated balance, end of year	83	53
Special and non-revolving trust funds:			
1950	Other balances withdrawn and returned to unappropriated receipts	3	
1951	Unobligated balance expiring	3	
1952	Expired unobligated balance, start of year	6	8
1953	Expired unobligated balance, end of year	5	
1954	Unobligated balance canceling[-8108]	3	

Change in obligated balance:			
Unpaid obligations:			
3000	Unpaid obligations, brought forward, Oct 1	144	134
3010	Obligations incurred, unexpired accounts	155	166
3020	Outlays (gross)	-158	-175
3040	Recoveries of prior year unpaid obligations, unexpired	-5	
3041	Recoveries of prior year unpaid obligations, expired	-2	
3050	Unpaid obligations, end of year	134	125
Uncollected payments:			
3060	Uncollected pymts, Fed sources, brought forward, Oct 1	-8	-3
3070	Change in uncollected pymts, Fed sources, unexpired	1	
3071	Change in uncollected pymts, Fed sources, expired	4	
3090	Uncollected pymts, Fed sources, end of year	-3	-3
Memorandum (non-add) entries:			
3100	Obligated balance, start of year	136	131
3200	Obligated balance, end of year	131	122

Budget authority and outlays, net:			
Discretionary:			
4000	Budget authority, gross	161	136
Outlays, gross:			
4010	Outlays from new discretionary authority	51	62
4011	Outlays from discretionary balances	107	113
4020	Outlays, gross (total)	158	175
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4030	Federal sources	-6	-3
Additional offsets against gross budget authority only:			
4050	Change in uncollected pymts, Fed sources, unexpired	1	
4052	Offsetting collections credited to expired accounts	3	
4060	Additional offsets against budget authority only (total)	4	
4070	Budget authority, net (discretionary)	159	133
4080	Outlays, net (discretionary)	152	172
4180	Budget authority, net (total)	159	133
4190	Outlays, net (total)	152	172

This account provides funding to conduct research, engineering, and development to improve the national airspace system's capacity and safety, as well as the ability to meet environmental needs. The proposed funding is allocated to the following performance goal areas of the Federal Aviation Administration: improve safety, economic competitiveness, and environmental performance of the National Airspace System. The request includes funding for several research and development activities of the Next Generation Air Transportation System (NextGen), as well as activities related to unmanned aircraft systems.

Object Classification (in millions of dollars)

Identification code 69-8108-0-7-402	2013 actual	2014 est.	2015 est.
Direct obligations:			
Personnel compensation:			
11.1	Full-time permanent	28	25
11.3	Other than full-time permanent	1	1
11.9	Total personnel compensation	29	26
12.1	Civilian personnel benefits	8	8
21.0	Travel and transportation of persons	2	2
25.1	Advisory and assistance services	29	32
25.2	Other services from non-Federal sources	45	51
25.3	Other goods and services from Federal sources	1	3
25.5	Research and development contracts	18	19
25.7	Operation and maintenance of equipment	2	2
26.0	Supplies and materials	2	2
31.0	Equipment	2	2
41.0	Grants, subsidies, and contributions	15	17
99.0	Direct obligations	153	164
99.0	Reimbursable obligations	2	2
99.9	Total new obligations	155	166

Employment Summary

Identification code 69-8108-0-7-402	2013 actual	2014 est.	2015 est.
1001	Direct civilian full-time equivalent employment	248	249

TRUST FUND SHARE OF FAA ACTIVITIES (AIRPORT AND AIRWAY TRUST FUND)

Program and Financing (in millions of dollars)

Identification code 69-8104-0-7-402	2013 actual	2014 est.	2015 est.
Obligations by program activity:			
0001	Payment to Operations	4,796	6,495
0900	Total new obligations (object class 94.0)	4,796	6,495
Budgetary Resources:			
Budget authority:			
Appropriations, discretionary:			
1101	Appropriation (special or trust fund)	5,061	6,495
1132	Appropriations temporarily reduced	-265	
1160	Appropriation, discretionary (total)	4,796	6,495
1930	Total budgetary resources available	4,796	6,495
Change in obligated balance:			
Unpaid obligations:			
3010	Obligations incurred, unexpired accounts	4,796	6,495
3020	Outlays (gross)	-4,796	-6,495

Budget authority and outlays, net:			
Discretionary:			
4000	Budget authority, gross	4,796	6,495
Outlays, gross:			
4010	Outlays from new discretionary authority	4,796	6,495
4180	Budget authority, net (total)	4,796	6,495
4190	Outlays, net (total)	4,796	6,495

For 2015, the Budget proposes \$9,750 million for Federal Aviation Administration Operations, of which \$9,041 million would be provided from the Airport and Airway Trust Fund.

ADMINISTRATIVE PROVISIONS—FEDERAL AVIATION ADMINISTRATION

【SEC. 110. None of the funds in this Act may be used to compensate in excess of 600 technical staff-years under the federally funded research and development center contract between the Federal Aviation Administration and the Center for Advanced Aviation Systems Development during fiscal year 2014.】

【SEC. 111. None of the funds in this Act shall be used to pursue or adopt guidelines or regulations requiring airport sponsors to provide to the Federal Aviation Administration without cost building construction,

maintenance, utilities and expenses, or space in airport sponsor-owned buildings for services relating to air traffic control, air navigation, or weather reporting: *Provided*, That the prohibition of funds in this section does not apply to negotiations between the agency and airport sponsors to achieve agreement on "below-market" rates for these items or to grant assurances that require airport sponsors to provide land without cost to the FAA for air traffic control facilities.】

SEC. 【112】110. The Administrator of the Federal Aviation Administration may reimburse amounts made available to satisfy 49 U.S.C. 41742(a)(1) from fees credited under 49 U.S.C. 45303 and any amount remaining in such account at the close of that fiscal year may be made available to satisfy section 41742(a)(1) for the subsequent fiscal year.

SEC. 【113】111. Amounts collected under section 40113(e) of title 49, United States Code, shall be credited to the appropriation current at the time of collection, to be merged with and available for the same purposes of such appropriation.

SEC. 【114】112. None of the funds in this Act shall be available for paying premium pay under subsection 5546(a) of title 5, United States Code, to any Federal Aviation Administration employee unless such employee actually performed work during the time corresponding to such premium pay.

SEC. 【115】113. None of the funds in this Act may be obligated or expended for an employee of the Federal Aviation Administration to purchase a store gift card or gift certificate through use of a Government-issued credit card.

【SEC. 116. The Secretary shall apportion to the sponsor of an airport that received scheduled or unscheduled air service from a large certified air carrier (as defined in part 241 of title 14 Code of Federal Regulations, or such other regulations as may be issued by the Secretary under the authority of section 41709) an amount equal to the minimum apportionment specified in 49 U.S.C. 47114(c), if the Secretary determines that airport had more than 10,000 passenger boardings in the preceding calendar year, based on data submitted to the Secretary under part 241 of title 14, Code of Federal Regulations.】

SEC. 【117】114. None of the funds in this Act may be obligated or expended for retention bonuses for an employee of the Federal Aviation Administration without the prior written approval of the Assistant Secretary for Administration of the Department of Transportation.

【SEC. 118. Subparagraph (D) of section 47124(b)(3) of title 49, United States Code, is amended by striking "benefit." and inserting "benefit, with the maximum allowable local cost share capped at 20 percent."】

【SEC. 119. Notwithstanding any other provision of law, none of the funds made available under this Act or any prior Act may be used to implement or to continue to implement any limitation on the ability of any owner or operator of a private aircraft to obtain, upon a request to the Administrator of the Federal Aviation Administration, a blocking of that owner's or operator's aircraft registration number from any display of the Federal Aviation Administration's Aircraft Situational Display to Industry data that is made available to the public, except data made available to a Government agency, for the noncommercial flights of that owner or operator.】

【SEC. 119A. None of the funds in this Act shall be available for salaries and expenses of more than 8 political and Presidential appointees in the Federal Aviation Administration.】

【SEC. 119B. None of the funds made available under this Act may be used to increase fees pursuant to section 44721 of title 49, United States Code, until the FAA provides to the House and Senate Committees on Appropriations the report related to aeronautical navigation products described in the explanatory statement described in section 4 (in the matter preceding division A of this consolidated Act).】

【SEC. 119C. None of the funds appropriated or limited by this Act may be used to change weight restrictions or prior permission rules at Teterboro airport in Teterboro, New Jersey.】

【SEC. 119D. The Secretary shall (1) evaluate and adjust existing helicopter routes above Los Angeles, and make adjustments to such routes if the adjustments would lessen impacts on residential areas and noise-sensitive landmarks; (2) analyze whether helicopters could safely fly at higher altitudes in certain areas above Los Angeles County; (3) develop and promote best practices for helicopter hovering and electronic news gathering; (4) conduct outreach to helicopter pilots to inform them of voluntary policies and to increase awareness of noise sensitive areas and events; (5) work with local stakeholders to develop a more comprehensive

noise complaint system; and (6) continue to participate in collaborative engagement between community representatives and helicopter operators: *Provided*, That not later than one year after enactment of this Act, the Secretary shall begin a regulatory process related to the impact of helicopter use on the quality of life and safety of the people of Los Angeles County unless the Secretary can demonstrate significant progress in undertaking the actions required under the previous proviso.】

【SEC. 119E. (a) Section 44302 of title 49, United States Code, is amended in paragraph (f) by deleting "the date specified in section 106(3) of the Continuing Appropriations Act, 2014" and inserting "September 30, 2014" in lieu thereof.

(b) Section 44303 of title 49, United States Code, is amended in paragraph (b) by deleting "the date specified in section 106(3) of the Continuing Appropriations Act, 2014" and inserting "September 30, 2014" in lieu thereof.

(c) Section 44310 of title 49, United States Code, is amended in paragraph (a) by deleting "the date specified in section 106(3) of the Continuing Appropriations Act, 2014" and inserting "September 30, 2014" in lieu thereof.】

(Department of Transportation Appropriations Act, 2014.)

FEDERAL HIGHWAY ADMINISTRATION

The Moving Ahead for Progress in the 21st Century Act (MAP-21) provided two years of stable funding and has helped create jobs, strengthened our transportation system, and grown our economy. However, MAP-21 will expire October 1, 2014. To spur further economic growth and allow States to initiate sound multi-year investments, the 2015 Budget proposes a four-year, \$302 billion surface transportation reauthorization package to support critical infrastructure projects and create jobs, while improving America's roads, bridges, transit systems, and railways. The reauthorization proposal will also include reforms to improve the review process and delivery of infrastructure projects; support American exports by improving movement within the Nation's freight networks; increase economic mobility by linking economically isolated communities to job opportunities; improve regional coordination by Metropolitan Planning Organizations to stimulate economic development; and advance the Climate Action Plan by building more resilient infrastructure, and encouraging sounder transportation planning.

In summary, the 2015 Federal Highway Administration (FHWA) Budget consists of \$48,562 million in new budget authority and \$45,630 million in outlays (with both totals excluding transfers from the General Fund).

The following table reflects the total funding for all FHWA programs.

[In millions of dollars]			
	2013 actual	2014 est.	2015 est.
Budget Authority:			
Federal-aid highways contract authority (TTF)	40,321	40,942	48,062
Federal-aid subject to limitation	39,620	40,256	47,323
Federal-aid highways exempt from the limitation	701	686	739
Fixing and accelerating surface transportation (TTF)	0	0	500
Miscellaneous appropriations (TIFIA upward reestimate GF)	63	388	0
Miscellaneous trust funds (TF)	29	29	29
Emergency Relief (GF)	1,921	0	0
ROW Revolving Fund Liq Acct (TF)	-18	0	0
Total Budget Authority	42,316	41,359	48,591
Total Discretionary	1,921	0	0
Total Mandatory	40,514	41,359	48,591
Obligation Limitation:			
Federal-aid highways (TF)	39,620	40,256	47,823

Note: Numbers may not add due to rounding. Totals do not include transfers with the Federal Transit Administration and the National Highway Traffic Safety Administration. Federal-aid Highways contract authority reflects rescission and sequestration in FY13 and sequestration in FY14.

Federal Funds**MISCELLANEOUS APPROPRIATIONS****Program and Financing** (in millions of dollars)

Identification code 69-9911-0-1-401	2013 actual	2014 est.	2015 est.
Obligations by program activity:			
0002 69-X-0538 STP	38	44	44
0003 69-X-991 All Others	12	16	16
0083 69-X-0505 TIFIA	64	389	
0900 Total new obligations (object class 41.0)	114	449	60
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	260	213	152
1010 Unobligated balance transfer to other accts [69-1129]	-7		
1021 Recoveries of prior year unpaid obligations	11		
1050 Unobligated balance (total)	264	213	152
Budget authority:			
Appropriations, mandatory:			
1200 Appropriation	63	388	
1260 Appropriations, mandatory (total)	63	388	
1900 Budget authority (total)	63	388	
1930 Total budgetary resources available	327	601	152
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	213	152	92
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	142	121	113
3010 Obligations incurred, unexpired accounts	114	449	60
3020 Outlays (gross)	-124	-457	-65
3040 Recoveries of prior year unpaid obligations, unexpired	-11		
3050 Unpaid obligations, end of year	121	113	108
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	142	121	113
3200 Obligated balance, end of year	121	113	108
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4011 Outlays from discretionary balances	61	69	65
Mandatory:			
4090 Budget authority, gross	63	388	
Outlays, gross:			
4100 Outlays from new mandatory authority	63	388	
4180 Budget authority, net (total)	63	388	
4190 Outlays, net (total)	124	457	65

This consolidated schedule shows the obligation and outlay of amounts appropriated from the General Fund for miscellaneous programs. The schedule reflects a Transportation Infrastructure Finance and Innovation (TIFIA) Act program upward re-estimate and interest on the re-estimate of \$64 million for 2013 and \$389 million for 2014. No further discretionary appropriations are requested for 2015.

EMERGENCY RELIEF PROGRAM**Program and Financing** (in millions of dollars)

Identification code 69-0500-0-1-401	2013 actual	2014 est.	2015 est.
Obligations by program activity:			
0001 Direct program activity	1,075	1,659	
0900 Total new obligations (object class 41.0)	1,075	1,659	
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	641	1,659	
1021 Recoveries of prior year unpaid obligations	172		
1050 Unobligated balance (total)	813	1,659	
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	2,022		

1130 Appropriations permanently reduced	-101		
1160 Appropriation, discretionary (total)	1,921		
1930 Total budgetary resources available	2,734	1,659	
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	1,659		
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	811	948	1,560
3010 Obligations incurred, unexpired accounts	1,075	1,659	
3020 Outlays (gross)	-766	-1,047	-919
3040 Recoveries of prior year unpaid obligations, unexpired	-172		
3050 Unpaid obligations, end of year	948	1,560	641
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	811	948	1,560
3200 Obligated balance, end of year	948	1,560	641
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	1,921		
Outlays, gross:			
4010 Outlays from new discretionary authority	166		
4011 Outlays from discretionary balances	600	1,047	919
4020 Outlays, gross (total)	766	1,047	919
4180 Budget authority, net (total)	1,921		
4190 Outlays, net (total)	766	1,047	919

The Emergency Relief program receives \$100 million annually in mandatory funds in the Federal-aid Highways account. The Safe, Accountable, Flexible, Efficient Transportation Equity Act of 2005: A Legacy for Users (SAFETEA-LU); and Moving Ahead for Progress in the 21st Century Act (MAP-21), enacted July 6, 2012, authorized the program to receive additional General Fund discretionary funding as needed. In 2012, \$1,662 million was enacted to remain available until expended, and in 2013, \$2,022 million was enacted to remain available until expended, both for necessary expenses resulting from major disasters declared pursuant to the Robert T. Stafford Disaster Relief and Emergency Assistance Act (42 U.S.C. 5121 et seq.).

No further appropriations are requested for this account in 2015.

APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM**Program and Financing** (in millions of dollars)

Identification code 69-0640-0-1-401	2013 actual	2014 est.	2015 est.
Obligations by program activity:			
0001 Appalachian Development Highway System	3		
0900 Total new obligations (object class 41.0)	3		
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	59	58	58
1021 Recoveries of prior year unpaid obligations	2		
1050 Unobligated balance (total)	61	58	58
1930 Total budgetary resources available	61	58	58
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	58	58	58
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	23	20	11
3010 Obligations incurred, unexpired accounts	3		
3020 Outlays (gross)	-4	-9	-5
3040 Recoveries of prior year unpaid obligations, unexpired	-2		
3050 Unpaid obligations, end of year	20	11	6
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	23	20	11
3200 Obligated balance, end of year	20	11	6

APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM—Continued

Program and Financing—Continued

Identification code 69-0640-0-1-401	2013 actual	2014 est.	2015 est.
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4011 Outlays from discretionary balances	4	9	5
4190 Outlays, net (total)	4	9	5

Funding for this program is used for the necessary expenses relating to construction of, and improvements to, corridors of the Appalachian Development Highway System. This schedule shows the obligation and outlay of amounts made available in prior years.

No funding is requested for 2015.

STATE INFRASTRUCTURE BANKS

Program and Financing (in millions of dollars)

Identification code 69-0549-0-1-401	2013 actual	2014 est.	2015 est.
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	1	1	1
1930 Total budgetary resources available	1	1	1
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	1	1	1

This schedule shows the obligation and outlay of amounts made available in prior years. No further appropriations are requested.

HIGHWAY INFRASTRUCTURE INVESTMENT, RECOVERY ACT

Program and Financing (in millions of dollars)

Identification code 69-0504-0-1-401	2013 actual	2014 est.	2015 est.
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	1,562	383	107
3001 Adjustments to unpaid obligations, brought forward, Oct 1	3		
3011 Obligations incurred, expired accounts	109		
3020 Outlays (gross)	-1,118	-276	-107
3041 Recoveries of prior year unpaid obligations, expired	-173		
3050 Unpaid obligations, end of year	383	107	
Uncollected payments:			
3060 Uncollected pymts, Fed sources, brought forward, Oct 1	-5	-2	
3071 Change in uncollected pymts, Fed sources, expired	3	2	
3090 Uncollected pymts, Fed sources, end of year	-2		
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	1,560	381	107
3200 Obligated balance, end of year	381	107	
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4011 Outlays from discretionary balances	1,118	276	107
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4030 Federal sources	-2		
Additional offsets against gross budget authority only:			
4052 Offsetting collections credited to expired accounts	2		
4080 Outlays, net (discretionary)	1,116	276	107
4190 Outlays, net (total)	1,116	276	107

Summary of Loan Levels, Subsidy Budget Authority and Outlays by Program (in millions of dollars)

Identification code 69-0504-0-1-401	2013 actual	2014 est.	2015 est.
Direct loan subsidy outlays:			
134001 Tiger TIFIA Direct Loans (ARRA)	8	1	3
134999 Total subsidy outlays	8	1	3

Direct loan downward reestimates:			
137001 Tiger TIFIA Direct Loans (ARRA)		-109	
137999 Total downward reestimate budget authority		-109	

Enacted on February 17, 2009, the American Recovery and Reinvestment Act of 2009 (Recovery Act) provided \$27.5 billion from the General Fund to the Federal Highway Administration (FHWA), of which \$26.6 billion was apportioned to States based on formulas described in the Recovery Act and \$0.9 billion was allocated to programs identified in the Recovery Act, including the Indian Reservation Roads Program, Park Roads and Parkway Program, Forest Highway Program, Refuge Roads Program, Disadvantaged Business Enterprise Bonding Assistance, Territorial Highway Program, Puerto Rico Highway Program, and the Ferry Boat Discretionary Program. Administrative oversight funds were available through September 30, 2012, and all other funds were available through September 30, 2010.

The FHWA Recovery Act funds have been used to invest in transportation, environmental protection, and other infrastructure that will provide longer term economic benefits to the Nation. The Recovery Act funds, which augmented existing investments authorized by the Safe, Accountable, Flexible, Efficient Transportation Equity Act of 2005: A Legacy for Users, enabled States, regional, and local governments to accelerate to completion a number of highway infrastructure projects planned or underway. Since the Recovery Act was enacted in February 2009, more than 42,000 miles of pavement across the United States have been improved. Of the 12,914 highway projects for which Recovery Act funds were obligated, 1,294 projects are under construction and 11,620 projects have been completed.

PAYMENT TO THE TRANSPORTATION TRUST FUND

Program and Financing (in millions of dollars)

Identification code 69-0534-0-1-401	2013 actual	2014 est.	2015 est.
Obligations by program activity:			
0001 Direct program activity	5,884	11,693	
0900 Total new obligations (object class 41.0)	5,884	11,693	
Budgetary Resources:			
Budget authority:			
Appropriations, mandatory:			
1200 Appropriation	6,200	12,600	
1230 Appropriations and/or unobligated balance of appropriations permanently reduced	-316	-907	
1260 Appropriations, mandatory (total)	5,884	11,693	
1930 Total budgetary resources available	5,884	11,693	
Change in obligated balance:			
Unpaid obligations:			
3010 Obligations incurred, unexpired accounts	5,884	11,693	
3020 Outlays (gross)	-5,884	-11,693	
Budget authority and outlays, net:			
Mandatory:			
4090 Budget authority, gross	5,884	11,693	
Outlays, gross:			
4100 Outlays from new mandatory authority	5,884	11,693	
4180 Budget authority, net (total)	5,884	11,693	
4190 Outlays, net (total)	5,884	11,693	

Summary of Budget Authority and Outlays (in millions of dollars)

	2013 actual	2014 est.	2015 est.
Enacted/requested:			
Budget Authority	5,884	11,693	
Outlays	5,884	11,693	
Legislative proposal, subject to PAYGO:			
Budget Authority			37,500

Outlays			37,500
Total:			
Budget Authority	5,884	11,693	37,500
Outlays	5,884	11,693	37,500

Section 40251 of Public Law 112–141, Moving Ahead for Progress in the 21st Century Act (MAP-21) authorized additional appropriations from the General Fund of the Treasury to the Highway Account in Highway Trust Fund in the amount of \$6,200,000,000 for 2013. This funding was subject to a 5.1% permanent reduction in accordance with Presidential Sequestration Order dated March 1, 2013, pursuant to sections 251A and 256(k) of the Balanced Budget and Emergency Deficit Control Act, as amended (BBEDCA), 2 U.S.C. 906(k)(1), which resulted in a total transfer of \$5,883,800,000 in 2013.

For 2014, MAP-21 authorized additional appropriations from the General Fund of the Treasury to the Highway Trust Fund in the amount of \$12,600,000,000. Of this amount \$10,400,000,000 was designated for the Highway Account in the Highway Trust Fund, and \$2,200,000,000 was designated for the Mass Transit Account in the Highway Trust fund. This funding was subject to a 7.2% permanent reduction in accordance with Presidential Sequestration Order dated April 10, 2013 (corrected May 20, 2013), pursuant to the Budget Control Act of 2011, Public Law 112–25, which resulted in a total transfer of \$11,692,800,000 in 2014. Of this amount \$9,651,200,000 went to the Highway Account and \$2,041,600,000 went to the Mass Transit Account.

In 2015, the Budget proposes a payment of \$37.5 billion, to be offset by transition revenue from pro-growth business tax reform.

PAYMENT TO THE TRANSPORTATION TRUST FUND

(Legislative proposal, subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 69–0534–4–1–401	2013 actual	2014 est.	2015 est.
Obligations by program activity:			
0001 Direct program activity			37,500
0900 Total new obligations (object class 41.0)			37,500
Budgetary Resources:			
Budget authority:			
Appropriations, mandatory:			
1200 Appropriation			37,500
1260 Appropriations, mandatory (total)			37,500
1930 Total budgetary resources available			37,500
Change in obligated balance:			
Unpaid obligations:			
3010 Obligations incurred, unexpired accounts			37,500
3020 Outlays (gross)			–37,500
Budget authority and outlays, net:			
Mandatory:			
4090 Budget authority, gross			37,500
Outlays, gross:			
4100 Outlays from new mandatory authority			37,500
4180 Budget authority, net (total)			37,500
4190 Outlays, net (total)			37,500

TRANSPORTATION INFRASTRUCTURE FINANCE AND INNOVATION PROGRAM DIRECT LOAN FINANCING ACCOUNT

Program and Financing (in millions of dollars)

Identification code 69–4123–0–3–401	2013 actual	2014 est.	2015 est.
Obligations by program activity:			
Credit program obligations:			
0710 Direct loan obligations	1,639	13,083	9,706
0713 Payment of interest to Treasury	231	275	376

0742 Downward reestimate paid to receipt account	100	100	
0743 Interest on downward reestimates	35	66	
0900 Total new obligations	2,005	13,524	10,082

Budgetary Resources:

Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	30	25	
1021 Recoveries of prior year unpaid obligations	6		
1050 Unobligated balance (total)	36	25	
Financing authority:			
Borrowing authority, mandatory:			
1400 Borrowing authority	1,768	12,578	8,991
1420 Borrowing authority permanently reduced	–5		
1440 Borrowing authority, mandatory (total)	1,763	12,578	8,991
Spending authority from offsetting collections, mandatory:			
1800 Collected	328	759	509
1801 Change in uncollected payments, Federal sources	54	749	582
1825 Spending authority from offsetting collections applied to repay debt	–151	–587	
1850 Spending auth from offsetting collections, mand (total)	231	921	1,091
1900 Financing authority (total)	1,994	13,499	10,082
1930 Total budgetary resources available	2,030	13,524	10,082
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	25		

Change in obligated balance:

Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	2,891	3,305	13,987
3010 Obligations incurred, unexpired accounts	2,005	13,524	10,082
3020 Financing disbursements (gross)	–1,585	–2,842	–4,481
3040 Recoveries of prior year unpaid obligations, unexpired	–6		
3050 Unpaid obligations, end of year	3,305	13,987	19,588
Uncollected payments:			
3060 Uncollected pymts, Fed sources, brought forward, Oct 1	–205	–259	–1,008
3070 Change in uncollected pymts, Fed sources, unexpired	–54	–749	–582
3090 Uncollected pymts, Fed sources, end of year	–259	–1,008	–1,590
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	2,686	3,046	12,979
3200 Obligated balance, end of year	3,046	12,979	17,998

Financing authority and disbursements, net:

Mandatory:			
4090 Financing authority, gross	1,994	13,499	10,082
Financing disbursements:			
4110 Financing disbursements, gross	1,585	2,842	4,481
Offsets against gross financing authority and disbursements:			
Offsetting collections (collected) from:			
4120 Federal sources: subsidy from program account	–91	–176	–343
4120 Federal sources: Upward Reestimate	–45	–318	
4120 Federal sources: Interest on upward reestimate	–18	–71	
4122 Interest on uninvested funds	–19	–25	–44
4123 Non-Federal sources - Interest payments	–155	–75	–108
4123 Non-Federal sources - Principal payments		–94	–14
4130 Offsets against gross financing auth and disbursements (total)	–328	–759	–509
Additional offsets against financing authority only (total):			
4140 Change in uncollected pymts, Fed sources, unexpired	–54	–749	–582
4160 Financing authority, net (mandatory)	1,612	11,991	8,991
4170 Financing disbursements, net (mandatory)	1,257	2,083	3,972
4180 Financing authority, net (total)	1,612	11,991	8,991
4190 Financing disbursements, net (total)	1,257	2,083	3,972

Status of Direct Loans (in millions of dollars)

Identification code 69–4123–0–3–401	2013 actual	2014 est.	2015 est.
Position with respect to appropriations act limitation on obligations:			
1131 Direct loan obligations exempt from limitation	1,639	13,083	9,706
1150 Total direct loan obligations	1,639	13,083	9,706
Cumulative balance of direct loans outstanding:			
1210 Outstanding, start of year	4,697	6,346	9,433
1231 Disbursements: Direct loan disbursements	1,585	2,842	4,481
1251 Repayments: Repayments and prepayments	–93	–94	–14
1261 Adjustments: Capitalized interest	157	339	594
1290 Outstanding, end of year	6,346	9,433	14,494

TRANSPORTATION INFRASTRUCTURE FINANCE AND INNOVATION PROGRAM
DIRECT LOAN FINANCING ACCOUNT—Continued

As required by the Federal Credit Reform Act of 1990, this non-budgetary account records all cash flows to and from the Government resulting from direct loans made under the Transportation Infrastructure Finance and Innovation Act Program. The amounts in this account are a means of financing and are not included in the budget totals.

Balance Sheet (in millions of dollars)

Identification code 69-4123-0-3-401	2012 actual	2013 actual
ASSETS:		
1101 Federal assets: Fund balances with Treasury	32	26
Net value of assets related to post-1991 direct loans receivable:		
1401 Direct loans receivable, gross	4,697	6,346
1402 Interest receivable	11	19
1405 Allowance for subsidy cost (-)	-335	-335
1499 Net present value of assets related to direct loans	4,373	6,030
1999 Total assets	4,405	6,056
LIABILITIES:		
2103 Federal liabilities: Debt	4,405	6,056
4999 Total liabilities and net position	4,405	6,056

TRANSPORTATION INFRASTRUCTURE FINANCE AND INNOVATION PROGRAM LOAN
GUARANTEE FINANCING ACCOUNT

As required by the Federal Credit Reform Act of 1990, this non-budgetary account records all cash flows to and from the Government resulting from loan guarantees made under the Transportation Infrastructure Finance and Innovation Act Program. The amounts in this account are a means of financing and are not included in the budget totals.

TRANSPORTATION INFRASTRUCTURE FINANCE AND INNOVATION PROGRAM LINE
OF CREDIT FINANCING ACCOUNT

As required by the Federal Credit Reform Act of 1990, this non-budgetary account records all cash flows to and from the Government resulting from lines of credit made under the Transportation Infrastructure Finance and Innovation Act Program. The amounts in this account are a means of financing and are not included in the budget totals.

TIFIA GENERAL FUND PROGRAM ACCOUNT, FEDERAL HIGHWAY
ADMINISTRATION, TRANSPORTATION

Program and Financing (in millions of dollars)

Identification code 69-0542-0-1-401	2013 actual	2014 est.	2015 est.
Obligations by program activity:			
0001 Unused subsidy sent back to OST	12		
Credit program obligations:			
0701 Direct loan subsidy	37		
0709 Administrative expenses	1		
0791 Direct program activities, subtotal	38		
0900 Total new obligations (object class 41.0)	50		
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	45		
Budget authority:			
Spending authority from offsetting collections, discretionary:			
1700 Collected	5		
1750 Spending auth from offsetting collections, disc (total)	5		
1930 Total budgetary resources available	50		

Change in obligated balance:

Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	6	43	13
3010 Obligations incurred, unexpired accounts	50		
3020 Outlays (gross)	-13	-30	-10
3050 Unpaid obligations, end of year	43	13	3
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	6	43	13
3200 Obligated balance, end of year	43	13	3

Budget authority and outlays, net:

Discretionary:			
4000 Budget authority, gross	5		
Outlays, gross:			
4011 Outlays from discretionary balances	13	30	10
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4030 Federal sources	-5		
4190 Outlays, net (total)	8	30	10

Summary of Loan Levels, Subsidy Budget Authority and Outlays by Program (in millions of dollars)

Identification code 69-0542-0-1-401	2013 actual	2014 est.	2015 est.
Direct loan levels supportable by subsidy budget authority:			
115001 TIFIA TIGER Direct Loans	499		
115999 Total direct loan levels	499		
Direct loan subsidy (in percent):			
132001 TIFIA TIGER Direct Loans	7.41		
132999 Weighted average subsidy rate	7.41		
Direct loan subsidy budget authority:			
133001 TIFIA TIGER Direct Loans	37		
133999 Total subsidy budget authority	37		
Direct loan subsidy outlays:			
134001 TIFIA TIGER Direct Loans		30	10
134999 Total subsidy outlays		30	10
Direct loan downward reestimates:			
Administrative expense data:			
3510 Budget authority	1		
3590 Outlays from new authority	1		

The Office of the Secretary of Transportation (OST) received appropriations totaling \$1,127 million for TIGER discretionary grants as part of the 2010 and 2011 Department of Transportation (DOT) appropriations acts. The appropriations authorized DOT to pay subsidy and administrative costs, not to exceed \$300 million, of projects eligible for Federal credit assistance under Chapter 6 of Title 23 United States Code. In 2012, \$45 million was provided for TIGER discretionary grants as part of the 2012 DOT appropriation act to pay subsidy and administrative costs. OST has delegated the authority to negotiate and administer Transportation Infrastructure Finance Innovation Act of 1998 loans under this program to the Federal Highway Administration. No further amounts are requested for 2015.

TIFIA GENERAL FUND DIRECT LOAN FINANCING ACCOUNT, FEDERAL HIGHWAY
ADMINISTRATION, TRANSPORTATION

Program and Financing (in millions of dollars)

Identification code 69-4348-0-3-401	2013 actual	2014 est.	2015 est.
Obligations by program activity:			
Credit program obligations:			
0710 Direct loan obligations	499		
0713 Payment of interest to Treasury	1	12	15
0900 Total new obligations	500	12	15
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1		1	31

Financing authority:				
Borrowing authority, mandatory:				
1400	Borrowing authority	463	6	5
1440	Borrowing authority, mandatory (total)	463	6	5
Spending authority from offsetting collections, mandatory:				
1800	Collected	1	36	20
1801	Change in uncollected payments, Federal sources	37		
1850	Spending auth from offsetting collections, mand (total)	38	36	20
1900	Financing authority (total)	501	42	25
1930	Total budgetary resources available	501	43	56
Memorandum (non-add) entries:				
1941	Unexpired unobligated balance, end of year	1	31	41

Change in obligated balance:				
Unpaid obligations:				
3000	Unpaid obligations, brought forward, Oct 1	546	1,000	670
3010	Obligations incurred, unexpired accounts	500	12	15
3020	Financing disbursements (gross)	-46	-342	-476
3050	Unpaid obligations, end of year	1,000	670	209
Uncollected payments:				
3060	Uncollected pymts, Fed sources, brought forward, Oct 1	-6	-43	-43
3070	Change in uncollected pymts, Fed sources, unexpired	-37		
3090	Uncollected pymts, Fed sources, end of year	-43	-43	-43
Memorandum (non-add) entries:				
3100	Obligated balance, start of year	540	957	627
3200	Obligated balance, end of year	957	627	166

Financing authority and disbursements, net:				
Mandatory:				
4090	Financing authority, gross	501	42	25
Financing disbursements:				
4110	Financing disbursements, gross	46	342	476
Offsets against gross financing authority and disbursements:				
Offsetting collections (collected) from:				
4120	Federal sources		-30	-10
4122	Interest on uninvested funds	-1	-4	-7
4123	Non-Federal sources		-2	-3
4130	Offsets against gross financing auth and disbursements (total)	-1	-36	-20
Additional offsets against financing authority only (total):				
4140	Change in uncollected pymts, Fed sources, unexpired	-37		
4160	Financing authority, net (mandatory)	463	6	5
4170	Financing disbursements, net (mandatory)	45	306	456
4180	Financing authority, net (total)	463	6	5
4190	Financing disbursements, net (total)	45	306	456

Status of Direct Loans (in millions of dollars)

Identification code 69-4348-0-3-401				
		2013 actual	2014 est.	2015 est.
Position with respect to appropriations act limitation on obligations:				
1131	Direct loan obligations exempt from limitation	499		
1150	Total direct loan obligations	499		
Cumulative balance of direct loans outstanding:				
1210	Outstanding, start of year			333
1231	Disbursements: Direct loan disbursements		330	461
1261	Adjustments: Capitalized interest		3	8
1290	Outstanding, end of year		333	802

As required by the Federal Credit Reform Act of 1990, this non-budgetary account records cash flows to and from the Government resulting from direct loans made as National Infrastructure Investment awards and administered by the Transportation Infrastructure Finance and Innovation Act Program. The amounts in this account are a means of financing and are not included in the budget totals.

TIGER TIFIA DIRECT LOAN FINANCING ACCOUNT, RECOVERY ACT**Program and Financing (in millions of dollars)**

Identification code 69-4347-0-3-401				
		2013 actual	2014 est.	2015 est.
Obligations by program activity:				
Credit program obligations:				
0713	Payment of interest to Treasury	18	13	14
0742	Downward reestimate paid to receipt account		101	
0743	Interest on downward reestimates		8	
0900	Total new obligations	18	122	14

Budgetary Resources:				
Financing authority:				
Borrowing authority, mandatory:				
1400	Borrowing authority	9	122	14
1440	Borrowing authority, mandatory (total)	9	122	14
Spending authority from offsetting collections, mandatory:				
1800	Collected	16	1	3
1801	Change in uncollected payments, Federal sources	-7	-1	-3
1850	Spending auth from offsetting collections, mand (total)	9		
1900	Financing authority (total)	18	122	14
1930	Total budgetary resources available	18	122	14

Change in obligated balance:				
Unpaid obligations:				
3000	Unpaid obligations, brought forward, Oct 1	472	73	165
3010	Obligations incurred, unexpired accounts	18	122	14
3020	Financing disbursements (gross)	-417	-30	-50
3050	Unpaid obligations, end of year	73	165	129
Uncollected payments:				
3060	Uncollected pymts, Fed sources, brought forward, Oct 1	-12	-5	-4
3070	Change in uncollected pymts, Fed sources, unexpired	7	1	3
3090	Uncollected pymts, Fed sources, end of year	-5	-4	-1
Memorandum (non-add) entries:				
3100	Obligated balance, start of year	460	68	161
3200	Obligated balance, end of year	68	161	128

Financing authority and disbursements, net:				
Mandatory:				
4090	Financing authority, gross	18	122	14
Financing disbursements:				
4110	Financing disbursements, gross	417	30	50
Offsets against gross financing authority and disbursements:				
Offsetting collections (collected) from:				
4120	Federal sources	-7	-1	-3
4122	Interest on uninvested funds	-9		
4130	Offsets against gross financing auth and disbursements (total)	-16	-1	-3
Additional offsets against financing authority only (total):				
4140	Change in uncollected pymts, Fed sources, unexpired	7	1	3
4160	Financing authority, net (mandatory)	9	122	14
4170	Financing disbursements, net (mandatory)	401	29	47
4180	Financing authority, net (total)	9	122	14
4190	Financing disbursements, net (total)	401	29	47

Status of Direct Loans (in millions of dollars)

Identification code 69-4347-0-3-401				
		2013 actual	2014 est.	2015 est.
Cumulative balance of direct loans outstanding:				
1210	Outstanding, start of year		418	453
1231	Disbursements: Direct loan disbursements	417	17	36
1261	Adjustments: Capitalized interest	1	18	20
1290	Outstanding, end of year	418	453	509

As required by the Federal Credit Reform Act of 1990, this non-budgetary account records cash flows to and from the Government resulting from direct loans made as Supplemental Discretionary Grants for National Surface Transportation System awards and administered by the Transportation Infrastructure Finance and Innovation Act Program. The amounts in this account are a means of financing and are not included in the budget totals.

TIGER TIFIA DIRECT LOAN FINANCING ACCOUNT, RECOVERY ACT—Continued

Balance Sheet (in millions of dollars)

Identification code 69-4347-0-3-401	2012 actual	2013 actual
ASSETS:		
1401 Net value of assets related to post-1991 direct loans receivable:		418
Direct loans receivable, gross		
1999 Total assets		418
LIABILITIES:		
2104 Federal liabilities: Resources payable to Treasury		418
4999 Total liabilities and net position		418

HIGHWAY INFRASTRUCTURE PROGRAMS

Program and Financing (in millions of dollars)

Identification code 69-0548-0-1-401	2013 actual	2014 est.	2015 est.
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	241	104	30
3020 Outlays (gross)	-133	-74	-24
3041 Recoveries of prior year unpaid obligations, expired	-4		
3050 Unpaid obligations, end of year	104	30	6
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	241	104	30
3200 Obligated balance, end of year	104	30	6
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4011 Outlays from discretionary balances	133	74	24
4190 Outlays, net (total)	133	74	24

In 2010, the Congress appropriated \$650 million for the restoration, repair, and construction of highway infrastructure, and other activities eligible under paragraph (b) of section 133 of title 23, United States Code.

No further appropriations are requested in 2015.

Trust Funds

RIGHT-OF-WAY REVOLVING FUND LIQUIDATING ACCOUNT

Program and Financing (in millions of dollars)

Identification code 69-8402-0-8-401	2013 actual	2014 est.	2015 est.
Budgetary Resources:			
Unobligated balance:			
1021 Recoveries of prior year unpaid obligations	2		
1022 Capital transfer of unobligated balances to general fund	-2		
Budget authority:			
Spending authority from offsetting collections, mandatory:			
1800 Collected	16		
1820 Capital transfer of spending authority from offsetting collections to general fund	-16		
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	6	4	
3020 Outlays (gross)		-4	
3040 Recoveries of prior year unpaid obligations, unexpired	-2		
3050 Unpaid obligations, end of year	4		
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	6	4	
3200 Obligated balance, end of year	4		
Budget authority and outlays, net:			
Mandatory:			
Outlays, gross:			
4101 Outlays from mandatory balances		4	
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4123 Non-Federal sources	-16		
4180 Budget authority, net (total)	-16		

4190 Outlays, net (total)	-16	4	
---------------------------------	-----	---	--

Status of Direct Loans (in millions of dollars)

Identification code 69-8402-0-8-401	2013 actual	2014 est.	2015 est.
Cumulative balance of direct loans outstanding:			
1210 Outstanding, start of year	19		
1251 Repayments: Repayments and prepayments	-19		
1290 Outstanding, end of year			

The Federal-Aid Highway Act of 1968 authorized the establishment of a right-of-way revolving fund. This fund was used to make cash advances to States for the purpose of purchasing right-of-way parcels in advance of highway construction and thereby preventing the inflation of land prices from significantly increasing construction costs.

This program was terminated by the Transportation Equity Act for the 21st Century of 1998 but will continue to be shown for reporting purposes as loan balances remain outstanding. The purchase of right-of-way is an eligible expense of the Federal-Aid Highway program.

TRANSPORTATION TRUST FUND

Program and Financing (in millions of dollars)

Identification code 69-8102-0-7-401	2013 actual	2014 est.	2015 est.
Memorandum (non-add) entries:			
5000 Total investments, SOY: Federal securities: Par value	9,970	1,957	
5001 Total investments, EOY: Federal securities: Par value	1,957		

The Highway Revenue Act of 1956, as amended, provides for the transfer from the General Fund to the Highway Trust Fund of revenue from the motor fuel tax and certain other taxes paid by highway users. The Secretary of the Treasury estimates the amounts to be transferred. In turn, appropriations are authorized from this fund to meet expenditures for Federal-aid highways and other programs as specified by law. The Administration proposes to rename the Highway Trust Fund as the Transportation Trust Fund, and create new Rail and Multimodal accounts to finance intercity passenger and freight rail investments, as well as competitively awarded surface transportation grants.

The following Status of Funds table presents the status of the proposed Transportation Trust Fund.

Cash balances.—The Status of Funds table begins with the unexpended balance on a "cash basis" at the start of the year. The table shows the amount of cash invested in Federal securities at par value and the amount of cash on hand, i.e., uninvested balance. Next, the table provides the amounts of cash income and cash outlays during each year to show the cash balance at the end of each year.

Revenues.—The Budget presentation includes estimated receipts from existing Highway Trust Fund excise taxes, which would continue to be deposited into the Highway and Mass Transit Accounts of the expanded Transportation Trust Fund in the same manner as current law.

General Fund Transfers.—The Moving Ahead for Progress in the 21st Century Act (Public Law 112-141) authorized transfers into the Transportation Trust Fund of \$2.4 billion from the Leaking Underground Storage Tank (LUST) Trust Fund in 2013, \$6.2 billion from the General Fund in 2013, and \$12.6 billion from the General Fund in 2014. The Budget reflects these transfers less sequestration reductions, and also proposes to transfer an additional \$150 billion over four years into the Transportation Trust Fund to maintain trust fund solvency and

pay for increased outlays associated with the Administration's rail and surface transportation reauthorization proposals. The \$150 billion reinvests the transition revenue from pro-growth business tax reform to fully offset both baseline solvency needs and the increased cost of the proposed reauthorization.

Status of Funds (in millions of dollars)

Identification code 69-8102-0-7-401	2013 actual	2014 est.	2015 est.
Unexpended balance, start of year:			
0100 Balance, start of year	15,598	6,263	2,810
Adjustments:			
0191 Cash reconciliation adjustment	-673		
0199 Total balance, start of year	14,925	6,263	2,810
Cash income during the year:			
Current law:			
Receipts:			
1200 Transportation Trust Fund, Deposits (Highway Account)	31,762	33,182	33,469
1202 Transportation Trust Fund, Deposits (Mass Transit Account)	4,700	4,754	4,746
Offsetting receipts (intragovernmental):			
1240 Payment from the General Fund, Transportation Trust Fund (Mass Transit)		2,042	
1242 Earnings on Investments, Transportation Trust Fund	6	7	
1244 Payment from the General Fund, Transportation Trust Fund (Highway)	5,884	9,651	
Offsetting collections:			
1280 Federal-aid Highways	119	454	454
1281 Federal-aid Highways	5		
1282 Right-of-way Revolving Fund Liquidating Account	16		
1283 Motor Carrier Safety Operations and Programs	1		
1284 Motor Carrier Safety Operations and Programs	16	15	15
1285 Operations and Research (Transportation Trust Fund)	18	30	30
1299 Income under present law	42,527	50,135	38,714
Proposed legislation:			
Receipts:			
2201 Transportation Trust Fund, Deposits (Highway Account)			-1
2203 Transportation Trust Fund, Deposits (Mass Transit Account)			-1
Offsetting receipts (intragovernmental):			
2241 Payment from the General Fund, Transportation Trust Fund (Mass Transit)			9,000
2243 Earnings on Investments, Transportation Trust Fund			6
2245 Payment from the General Fund, Transportation Trust Fund (Highway)			25,000
2246 Payment from the General Fund, Transportation Trust Fund (Rail Account)			3,000
2247 Payment from the General Fund, Transportation Trust Fund (Multimodal Account)			500
2299 Income under proposed legislation			37,504
3299 Total cash income	42,527	50,135	76,218
Cash outgo during year:			
Current law:			
4500 Appalachian Development Highway System (Transportation Trust Fund)	-2		
4500 Federal-aid Highways	-41,866	-43,006	-32,308
4500 Right-of-way Revolving Fund Liquidating Account		-4	
4500 Miscellaneous Transportation Trust Funds	-16	-36	-31
4500 National Motor Carrier Safety Program		-3	
4500 Motor Carrier Safety	-2		
4500 Motor Carrier Safety Grants	-302	-333	-253
4500 Motor Carrier Safety Operations and Programs	-257	-250	-84
4500 Operations and Research (Transportation Trust Fund)	-128	-141	-89
4500 Highway Traffic Safety Grants	-518	-722	-443
4500 Discretionary Grants (Transportation Trust Fund, Mass Transit Account)	-7	-9	-9
4500 Transit Formula Grants	-8,092	-9,083	-7,479
4500 Operations and Research (Transportation Trust Fund)			-74
4500 Transit Formula Grants		-1	-1,860
4500 Motor Carrier Safety Grants			-89
4500 Highway Traffic Safety Grants			-235
4500 Motor Carrier Safety Operations and Programs			-200
4500 Federal-aid Highways			-10,697
4599 Outgo under current law (-)	-51,190	-53,588	-53,851
Proposed legislation:			
5500 Fixing and Accelerating Surface Transportation			-135
5500 Bus Rapid Transit Program			-75
5500 Fixing and Accelerating Surface Transportation			-95
5500 Public Transportation Emergency Relief Program			-10
5500 Transit Research and Training			-12
5500 Transit Formula Grants			-979
5500 Capital Investment Grants			-725
5500 Operations and Research (Transportation Trust Fund)			-86

5500 Rail Service Improvement Program			-443
5500 Current Passenger Rail Service			-1,379
5500 Highway Traffic Safety Grants			-2
5500 Motor Carrier Safety Operations and Programs			-38
5500 Motor Carrier Safety Grants			-10
5500 Federal-aid Highways			-1,729
5599 Outgo under proposed legislation (-)			-5,718
6599 Total cash outgo (-)	-51,190	-53,588	-59,569
7645 Federal-aid Highways	-796	-1,145	-1,167
7645 Federal-aid Highways	49		
7645 Transit Formula Grants	-49		
7645 Transit Formula Grants	796	1,145	1,167
7650 Right-of-way Revolving Fund Liquidating Account	-2		
7650 Right-of-way Revolving Fund Liquidating Account	-16		
Manual Adjustments:			
7690 Cash reconciliation adjustment	19		
7699 Total adjustments	1		
Unexpended balance, end of year:			
8700 Uninvested balance (net), end of year	4,306	2,810	4,831
8701 Transportation Trust Fund			14,628
8701 Transportation Trust Fund	1,957		
8799 Total balance, end of year	6,263	2,810	19,459

TRANSPORTATION TRUST FUND
(Legislative proposal, subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 69-8102-4-7-401	2013 actual	2014 est.	2015 est.
Memorandum (non-add) entries:			
5001 Total investments, EOY: Federal securities: Par value			14,628

FEDERAL-AID HIGHWAYS**Program and Financing** (in millions of dollars)

Identification code 69-8083-0-7-401	2013 actual	2014 est.	2015 est.
Obligations by program activity:			
0010 Surface transportation program	11,261	11,792	9,686
0014 National highway performance program	16,719	17,507	17,600
0015 Congestion mitigation and air quality improvement program	1,265	1,325	2,139
0016 Highway safety improvement program	1,952	2,044	2,315
0017 Metropolitan transportation planning	220	230	301
0018 Transportation alternatives	111	116	787
0024 Federal lands and tribal programs	559	585	960
0029 Research, technology and education program	326	341	384
0032 Administration - LAE	409	416	433
0033 Administration - ARC	2	2	33
0058 Other programs	7,290	6,235	5,855
0091 Programs subject to obligation limitation	40,114	40,593	40,493
0211 Exempt Programs	749	548	597
0500 Total direct program	40,863	41,141	41,090
Credit program obligations:			
0701 Direct loan subsidy	145	925	925
0709 Administrative expenses	4	5	5
0791 Direct program activities, subtotal	149	930	930
0799 Total direct obligations	41,012	42,071	42,020
0801 Reimbursable program	324	454	454
0900 Total new obligations	41,336	42,525	42,474
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	30,017	27,858	25,429
1001 Discretionary unobligated balance brought fwd, Oct 1	472	522	
1013 Unobligated balance of contract authority transferred to or from other accounts [69-8350]	21		
1050 Unobligated balance (total)	30,038	27,858	25,429
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)	39,699	40,995	40,995
1120 Appropriations transferred to other accts [69-8350]	-796	-1,145	-1,167
1121 Appropriations transferred from other accts [69-8350]	49		
1137 Appropriations applied to liquidate contract authority	-38,952	-39,850	-39,828

FEDERAL-AID HIGHWAYS—Continued
Program and Financing—Continued

Identification code 69–8083–0–7–401	2013 actual	2014 est.	2015 est.
Contract authority, mandatory:			
1600 Contract authority	40,438	40,995	40,995
1610 Transferred to other accounts [69–8350]	–1,434	–1,300	–1,300
1610 Transferred to other accounts [69–8020]	–139		
1611 Transferred from other accounts [69–8350]	28		
1620 Contract authority and/or unobligated balance of contract authority permanently reduced	–79		
1621 Contract authority temporarily reduced	–38	–53	
1640 Contract authority, mandatory (total)	38,776	39,642	39,695
Spending authority from offsetting collections, discretionary:			
1700 Collected	124	454	454
1701 Change in uncollected payments, Federal sources	256		
1750 Spending auth from offsetting collections, disc (total)	380	454	454
1900 Budget authority (total)	39,156	40,096	40,149
1930 Total budgetary resources available	69,194	67,954	65,578
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	27,858	25,429	23,104
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	67,461	66,931	66,450
3010 Obligations incurred, unexpired accounts	41,336	42,525	42,474
3020 Outlays (gross)	–41,866	–43,006	–32,308
3050 Unpaid obligations, end of year	66,931	66,450	76,616
Uncollected payments:			
3060 Uncollected pymts, Fed sources, brought forward, Oct 1	–521	–777	–777
3070 Change in uncollected pymts, Fed sources, unexpired	–256		
3090 Uncollected pymts, Fed sources, end of year	–777	–777	–777
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	66,940	66,154	65,673
3200 Obligated balance, end of year	66,154	65,673	75,839
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	380	454	454
Outlays, gross:			
4010 Outlays from new discretionary authority	11,136	10,972	454
4011 Outlays from discretionary balances	30,108	31,331	31,133
4020 Outlays, gross (total)	41,244	42,303	31,587
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4030 Federal sources	–119	–454	–454
4033 Non-Federal sources	–5		
4040 Offsets against gross budget authority and outlays (total)	–124	–454	–454
Additional offsets against gross budget authority only:			
4050 Change in uncollected pymts, Fed sources, unexpired	–256		
4080 Outlays, net (discretionary)	41,120	41,849	31,133
Mandatory:			
4090 Budget authority, gross	38,776	39,642	39,695
Outlays, gross:			
4100 Outlays from new mandatory authority	196	185	200
4101 Outlays from mandatory balances	426	518	521
4110 Outlays, gross (total)	622	703	721
4180 Budget authority, net (total)	38,776	39,642	39,695
4190 Outlays, net (total)	41,742	42,552	31,854
Memorandum (non-add) entries:			
5052 Obligated balance, SOY: Contract authority	59,862	59,746	60,029
5053 Obligated balance, EOY: Contract authority	59,746	60,029	59,896
5061 Limitation on obligations (Transportation Trust Funds)	39,620	38,956	
5094 Unavailable balance, SOY: Contract authority		38	91
5095 Unavailable balance, EOY: Contract authority	38	91	91

Summary of Budget Authority and Outlays (in millions of dollars)

	2013 actual	2014 est.	2015 est.
Enacted/requested:			
Budget Authority	38,776	39,642	39,695
Outlays	41,742	42,552	31,854
Amounts included in the adjusted baseline:			
Budget Authority			662
Outlays			10,697
Adjustments for year-to-year comparability:			
Budget Authority	1,545		

Legislative proposal, subject to PAYGO:

Budget Authority			6,405
Outlays			1,729
Total:			
Budget Authority	40,321	39,642	46,762
Outlays	41,742	42,552	44,280

Summary of Loan Levels, Subsidy Budget Authority and Outlays by Program (in millions of dollars)

Identification code 69–8083–0–7–401	2013 actual	2014 est.	2015 est.
Direct loan levels supportable by subsidy budget authority:			
115002 TIFIA Direct Loans	1,639	13,083	9,706
115999 Total direct loan levels	1,639	13,083	9,706
Direct loan subsidy (in percent):			
132002 TIFIA Direct Loans	8.87	7.07	9.53
132999 Weighted average subsidy rate	8.87	7.07	9.53
Direct loan subsidy budget authority:			
133002 TIFIA Direct Loans	145	925	925
133999 Total subsidy budget authority	145	925	925
Direct loan subsidy outlays:			
134002 TIFIA Direct Loans	154	176	343
134999 Total subsidy outlays	154	176	343
Direct loan upward reestimates:			
135002 TIFIA Direct Loans	63	389	
135999 Total upward reestimate budget authority	63	389	
Direct loan downward reestimates:			
137002 TIFIA Direct Loans	–135	–167	
137999 Total downward reestimate budget authority	–135	–167	
Guaranteed loan downward reestimates:			
Administrative expense data:			
3510 Budget authority	4	5	5
3590 Outlays from new authority	4	5	5

The Federal-aid Highways (FAH) program is designed to aid in the development, operations, and management of an intermodal transportation system that is economically efficient, environmentally sound, provides the foundation for the Nation to compete in the global economy, and moves people and goods safely. All programs included within FAH are proposed to be financed from the Highway Account of the Transportation Trust Fund (currently the Highway Trust Fund), and most are distributed via apportionments and allocations to States. Liquidating cash appropriations are subsequently requested to fund outlays resulting from obligations incurred under contract authority.

The current authorization for Federal surface transportation programs (the Moving Ahead for Progress in the 21st Century Act, or MAP-21) was enacted on July 6, 2012. MAP-21 provided two years of stable funding and has helped create jobs, strengthened our transportation system, and grown our economy. However, MAP-21 will expire October 1, 2014. To spur further economic growth and allow States to initiate sound multi-year investments, the 2015 Budget proposes a four-year, \$302 billion surface transportation reauthorization package to support critical infrastructure projects and create jobs, while improving America's roads, bridges, transit systems, and railways. The reauthorization proposal will also include reforms to improve the review process and delivery of infrastructure projects; support American exports by improving movement within the Nation's freight networks; increase economic mobility by linking economically isolated communities to job opportunities; improve regional coordination by Metropolitan Planning Organizations to stimulate economic development; and advance the Climate Action Plan by building more resilient infrastructure, and encouraging sounder transportation planning.

The Federal Highway Administration's (FHWA) 2015 budget consists of the following programs: Highway Safety Improvement Program; National Highway Performance Program; Surface Transportation Program; Congestion Mitigation and Air Quality

Improvement Program; Metropolitan Transportation Planning Program; Transportation Alternatives Program; Federal Lands and Tribal Transportation Programs; Transportation Infrastructure Finance and Innovation Act (TIFIA) Program; Freight Program; Critical Immediate Investments Program; Research, Technology and Education Program; and Federal Allocation Programs.

Highway Safety Improvement Program.—The performance-based Highway Safety Improvement Program (\$2.5 billion) provides funding to significantly reduce traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on Tribal land, and the program is directly tied to the Department's safety goal and Roadway Safety Plan principles. The request represents a slight increase over the MAP-21 2014 safety program. Improving roadway safety is a top priority of the Department, and has been designated one of DOT's Agency Priority Goals. FHWA, through national leadership and innovation, focuses on improving the safety of roadway infrastructure on all public roads. The program provides a data- and performance-driven strategic approach to improving traffic safety to reduce fatalities and serious injuries. It strengthens coordination among all highway safety modes, including National Highway Traffic Safety Administration (NHTSA) and Federal Motor Carrier Safety Administration (FMCSA) safety programs in conjunction with all Department safety initiatives. It continues the requirement that each State utilize a Strategic Highway Safety Plan. This statewide, coordinated safety plan provides a comprehensive framework for establishing statewide goals, objectives, and performance targets while ensuring the effective use of safety-focused funding.

National Highway Performance Program.—The National Highway Performance Program (\$22.3 billion) focuses significant Federal resources for the following purposes: to support the condition and performance of the National Highway System (NHS); to support the construction of new facilities on the NHS; and to ensure that investments of Federal-aid funds in highway construction support progress toward the achievement of performance targets for the NHS. The program includes performance management features, holds States accountable for achieving performance targets, and provides flexibility to States for making transportation investment decisions. It is a formula-based program that provides funding to maintain and improve the NHS. MAP-21 redefined the NHS as a network composed of the Interstate System, all principal arterials, intermodal connectors, and roads important to national defense. The redefined NHS now totals approximately 220,000 miles. The NHS provides mobility to the vast majority of the Nation's population and almost all of its commerce. It supports national defense and promotes intermodal connectivity. While NHS mileage accounts for a small portion of the Nation's public road mileage, it carries 55 percent of all vehicular traffic and 97 percent of truck-borne freight. While it comprises 53 percent of U.S. highway border crossings, it handles 98 percent of the value of total truck trade with Canada and Mexico.

Surface Transportation Program.—The Surface Transportation Program (\$10.3 billion) provides flexible funding that may be used by States and localities for projects to preserve and improve the condition and performance on any Federal-aid highway, bridges on any public road, and transit capital projects, including intercity bus terminals. The flexible nature of this program allows States to direct funding to areas of greatest need while also fostering innovation. This program gives State transportation agencies the ability to target funding to State and local priorities. States will identify projects for funding in consultation with local

transportation officials in rural areas and in cooperation with the Metropolitan Planning Organization (MPO) in metropolitan areas.

Congestion Mitigation and Air Quality Improvement Program.—The Congestion Mitigation and Air Quality (CMAQ) Improvement Program (\$2.3 billion) will help States, local governments, and private-sector sponsors reduce highway congestion and harmful emissions, and assist many areas in reaching attainment of the National Ambient Air Quality Standards (NAAQS), an environmental priority. The CMAQ program provides a flexible funding source for State and local governments to fund transportation projects and programs that are designed to help localities meet the requirements of the Clean Air Act and its amendments, and help reduce regional congestion on transportation networks. CMAQ investments support transportation projects that are designed to reduce the emissions from mobile sources in areas that have been designated as in nonattainment or in maintenance of the NAAQS by the Environmental Protection Agency. As in MAP-21, the 2015 program also places considerable emphasis on projects that reduce highway congestion.

Metropolitan Transportation Planning Program.—The Metropolitan Transportation Planning Program (\$320 million) provides funds for use by Metropolitan Planning Organizations (MPOs) for multimodal transportation planning and programming in metropolitan areas. Metropolitan planning activities include: the collection and analysis of data on demographics, trends, and system performance; travel demand and system performance forecasting; identification and prioritization of transportation system improvement needs; and coordination of the planning process and decision-making with the public, elected officials, and stakeholder groups.

Transportation Alternatives Program.—The Transportation Alternatives Program (\$836 million) supports the Department's strategic goal to improve quality of life through policies and investments that increase transportation choices and access to transportation services. Eligible projects include, but are not limited to, pedestrian and bicycle infrastructure and safety programs, scenic and historic highway programs, landscaping and scenic beautification, historic preservation, and environmental mitigation.

Federal Lands and Tribal Transportation Programs.—The Federal Lands and Tribal Transportation Programs (\$1.3 billion) provide funding for transportation projects on Federal and Tribal lands for construction and engineering projects that will: provide multi-modal access to basic community services including safer all-weather access to schools and healthcare facilities for 566 federally-recognized sovereign Tribal governments; improve multimodal access to recreational areas on public lands/national treasures; and expand economic development in and around Federal and Tribal lands while preserving the environment and reducing congestion.

Transportation Infrastructure Finance and Innovation Act (TIFIA) Program.—The TIFIA Program (\$1.0 billion) provides contract authority for grant loan subsidies and administrative costs to assist with funding nationally or regionally significant transportation projects. The TIFIA Program leverages Federal dollars in a time of scarce budgetary resources, facilitating private participation in transportation projects and encouraging innovative financing mechanisms that help advance projects sooner. This program offers flexible repayment terms and attracts private capital to facilitate transportation projects that would otherwise go unfunded.

Research, Technology, and Education Program.—The Research, Technology, and Education (RT&E) Program (\$451 million)

FEDERAL-AID HIGHWAYS—Continued

provides for a comprehensive, nationally-coordinated research, technology, and education program that will advance the Department of Transportation's organizational goals, while accelerating innovation delivery and technology implementation. The proposal carries forward the MAP-21 restructured FHWA research, development and technology activities which include: a highway research and development program; a technology and innovation deployment program; and a training and education activities program. The RT&E Program also supports activities in the areas of safety, infrastructure preservation, operations, environmental sustainability, and policy. FHWA is in a unique leadership position to identify and address issues that require high-risk, long-term research, and research on emerging issues of national significance. FHWA's leadership role is necessary to build effective partnerships to maximize the investment in the transportation system. The entire innovation lifecycle is covered under the RT&E Program umbrella from agenda setting to the deployment of technologies and innovations.

Federal Allocation Programs.—This categorization consists of funding (\$502 million) for several important programs: Emergency Relief; Territorial and Puerto Rico Highway Program; Construction of Ferry Boats and Ferry Terminal Facilities; On-the-Job Training; Disadvantaged Business Enterprise; Highway Use Tax Evasion Projects; Other Safety-related Programs; Ladders of Opportunity; and Performance Management Data Support Program. The Emergency Relief Program has been funded through a recurring annual authorization of \$100 million since 1972. Emergency Relief funding assists Federal, State, Tribal, and local governments with the expense of repairing serious damage to Federal-aid, Tribal, and Federal Lands highways resulting from natural disasters or catastrophic failures. The Territorial and Puerto Rico Highway Program provides funding for critical highway programs in Puerto Rico and the four territories of American Samoa, the Commonwealth of the Northern Mariana Islands, Guam, and the United States Virgin Islands. The Construction of Ferry Boats and Ferry Terminal Facilities program provides funding for the construction of ferry boats and ferry terminal facilities which will improve connectivity between NHS segments, provide travel mode options, and reduce congestion. The On-the-Job Training program provides funding for developing, conducting, and administering surface transportation and technology training, including skill improvement programs and job readiness. The Disadvantaged Business Enterprise program provides funding for developing, conducting, and administering training and assistance programs to increase the proficiency of minority businesses to compete, on an equal basis, for contracts and subcontracts. The Highway Use Tax Evasion Projects program provides funding to the Internal Revenue Service, other Federal agencies, and the States to carry out intergovernmental enforcement efforts along with training and research to reduce evasion of payment of motor fuel and other highway use taxes, which are the principal sources for Federal and State highway funding. Other Safety-related Programs provides funding for conducting transportation safety outreach training and education activities. The Performance Management Data Support Program provides funding to assist MPOs, States and the Department in carrying out the performance management requirements contained in Title 23, United States Code, and enables FHWA to provide enhanced data and tools to assist States and MPOs in targeting operational and capital investments strategically, and implement policies effectively in support of the national transportation system.

Freight Program.—The President's Budget requests \$1.0 billion for a new program providing a dedicated source of funding to improve the delivery of freight projects, which will foster economic growth. This program offers a mechanism to solve project partnership and administration challenges that have proven difficult to address through existing programs. The program will incentivize regional planning by providing funding for multi-modal, multi-jurisdictional and corridor-based projects, and by requiring the development of statewide freight plans with regional planning participation.

The Critical Immediate Investments Program (CIIP).—The President's Budget provides \$4.9 billion as part of the "Fix-it-First" initiative to focus on the reconstruction, restoration, rehabilitation, preservation or safety improvement of existing highway assets. The program will reduce the number of structurally deficient Interstate Highway System (IHS) bridges, target safety investments where Federal infrastructure safety funds are not frequently used and support a state of good repair on the National Highway System (NHS).

Object Classification (in millions of dollars)

Identification code 69-8083-0-7-401		2013 actual	2014 est.	2015 est.
Direct obligations:				
Personnel compensation:				
11.1	Full-time permanent	279	293	296
11.3	Other than full-time permanent	2	2	2
11.5	Other personnel compensation	1	4	4
11.9	Total personnel compensation	282	299	302
12.1	Civilian personnel benefits	77	81	82
21.0	Travel and transportation of persons	19	18	18
22.0	Transportation of things	1	1	1
23.1	Rental payments to GSA	28	29	29
23.2	Rental payments to others	1	1	1
23.3	Communications, utilities, and miscellaneous charges	4	4	4
24.0	Printing and reproduction	1	1	1
25.1	Advisory and assistance services	55	55	55
25.2	Other services from non-Federal sources	366	377	388
25.3	Other goods and services from Federal sources	389	389	389
25.7	Operation and maintenance of equipment	44	45	46
26.0	Supplies and materials	4	4	4
31.0	Equipment	3	3	3
33.0	Investments and loans	145	925	846
41.0	Grants, subsidies, and contributions	38,989	39,236	39,248
99.0	Direct obligations	40,408	41,468	41,417
99.0	Reimbursable obligations	324	454	454
Allocation Account - direct:				
Personnel compensation:				
11.1	Full-time permanent	9	9	9
11.5	Other personnel compensation	23	23	23
11.9	Total personnel compensation	32	32	32
12.1	Civilian personnel benefits	10	10	10
21.0	Travel and transportation of persons	2	2	2
23.1	Rental payments to GSA	2	2	2
23.3	Communications, utilities, and miscellaneous charges	5	5	5
25.1	Advisory and assistance services	7	7	7
25.2	Other services from non-Federal sources	241	241	241
25.3	Other goods and services from Federal sources	19	19	19
25.4	Operation and maintenance of facilities	22	22	22
25.5	Research and development contracts	7	7	7
25.7	Operation and maintenance of equipment	1	1	1
26.0	Supplies and materials	3	3	3
32.0	Land and structures	40	40	40
41.0	Grants, subsidies, and contributions	212	212	212
99.0	Allocation account - direct	603	603	603
99.5	Below reporting threshold	1		
99.9	Total new obligations	41,336	42,525	42,474

Employment Summary

Identification code 69-8083-0-7-401		2013 actual	2014 est.	2015 est.
1001	Direct civilian full-time equivalent employment	2,612	2,727	2,727
2001	Reimbursable civilian full-time equivalent employment	223	223	223

3001 Allocation account civilian full-time equivalent employment 2 3 3

FEDERAL-AID HIGHWAYS
(Amounts included in the adjusted baseline)

Program and Financing (in millions of dollars)

Identification code 69–8083–7–7–401	2013 actual	2014 est.	2015 est.
Budgetary Resources:			
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)			662
1137 Appropriations applied to liquidate contract authority			–662
Contract authority, mandatory:			
1600 Contract authority			662
1640 Contract authority, mandatory (total)			662
1900 Budget authority (total)			662
1930 Total budgetary resources available			662
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year			662
Change in obligated balance:			
Unpaid obligations:			
3020 Outlays (gross)			–10,697
3050 Unpaid obligations, end of year			–10,697
Memorandum (non-add) entries:			
3200 Obligated balance, end of year			–10,697

Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4010 Outlays from new discretionary authority	–10,518		
4011 Outlays from discretionary balances	–31,253	–31,060	
4020 Outlays, gross (total)	–41,771	–31,060	
Mandatory:			
4090 Budget authority, gross			662
Outlays, gross:			
4100 Outlays from new mandatory authority	10,518	10,697	
4101 Outlays from mandatory balances	31,253	31,060	
4110 Outlays, gross (total)	41,771	41,757	
4180 Budget authority, net (total)			662
4190 Outlays, net (total)			10,697
Memorandum (non-add) entries:			
5061 Limitation on obligations (Transportation Trust Funds)	–38,956		

The Administration proposes to reclassify all surface transportation outlays as mandatory. This schedule reclassifies discretionary outlays from obligation limitations as mandatory outlays from mandatory contract authority for the 2014 enacted levels. This schedule also creates a new baseline of mandatory contract authority that is equal to the previous discretionary obligation limitation baseline to calculate the spending increase above the baseline subject to PAYGO.

FEDERAL-AID HIGHWAYS
(Adjustments for year-to-year comparability)

Program and Financing (in millions of dollars)

Identification code 69–8083–9–7–401	2013 actual	2014 est.	2015 est.
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1		1,545	1,545
Budget authority:			
Contract authority, mandatory:			
1600 Contract authority	1,545		
1640 Contract authority, mandatory (total)	1,545		
1930 Total budgetary resources available	1,545	1,545	1,545
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	1,545	1,545	1,545

Budget authority and outlays, net:

Discretionary:			
Outlays, gross:			
4010 Outlays from new discretionary authority	–11,012		
4011 Outlays from discretionary balances	–30,060		
4020 Outlays, gross (total)	–41,072		
Mandatory:			
4090 Budget authority, gross	1,545		
Outlays, gross:			
4100 Outlays from new mandatory authority	11,012		
4101 Outlays from mandatory balances	30,060		
4110 Outlays, gross (total)	41,072		
4180 Budget authority, net (total)	1,545		

Memorandum (non-add) entries:

5052 Obligated balance, SOY: Contract authority	1,545	1,545	
5053 Obligated balance, EOY: Contract authority	1,545	1,545	1,545
5061 Limitation on obligations (Transportation Trust Funds)	–39,620		

The Administration proposes to reclassify all surface transportation outlays as mandatory. This schedule reclassifies discretionary outlays from obligation limitations as mandatory outlays from mandatory contract authority, for 2013 actual amounts, for comparability purposes.

FEDERAL-AID HIGHWAYS
(Legislative proposal, not subject to PAYGO)
LIMITATION ON ADMINISTRATIVE EXPENSES
(**[HIGHWAY]** TRANSPORTATION TRUST FUND)
(INCLUDING TRANSFER OF FUNDS)

[Not.] *Contingent upon enactment of multi-year surface transportation authorization legislation, not to exceed \$416,100,000 \$439,000,000*, together with advances and reimbursements received by the Federal Highway Administration, shall be *obligated* [paid in accordance with law from appropriations made available by this Act to the Federal Highway Administration] for necessary expenses for administration and operation of the *Federal Highway Administration*. In addition, not to exceed \$3,248,000 shall be [paid from appropriations made available by this Act and] transferred to the Appalachian Regional Commission in accordance with section 104 of title 23, United States Code.

(LIMITATION ON OBLIGATIONS)

(**[HIGHWAY]** TRANSPORTATION TRUST FUND)

[Funds.] *Contingent upon enactment of multi-year surface transportation authorization legislation, funds* available for the implementation or execution of programs of Federal-aid [highways] *Highways* and highway safety construction programs authorized under titles 23 and 49, United States Code, and the provisions of [Public Law 112–141] *such authorization legislation* shall not exceed total obligations of [\$40,256,000,000] \$47,323,248,000 for fiscal year [2014] 2015: *Provided*, That the Secretary may collect and spend fees, as authorized by title 23, United States Code, to cover the costs of services of expert firms, including counsel, in the field of municipal and project finance to assist in the underwriting and servicing of Federal credit instruments and all or a portion of the costs to the Federal Government of servicing such credit instruments: *Provided further*, That such fees are available until expended to pay for such costs: *Provided further*, That such amounts are in addition to administrative expenses that are also available for such purpose, and are not subject to any obligation limitation or the limitation on administrative expenses under section 608 of title 23, United States Code.

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(**[HIGHWAY]** TRANSPORTATION TRUST FUND)

[For.] *Contingent upon enactment of multi-year surface transportation authorization legislation, for the payment of obligations incurred in carrying out Federal-aid [highways] Highways* and highway safety construction programs authorized under title 23, United States Code, [\$40,995,000,000] \$48,062,248,000, derived from the [Highway] *Transportation Trust Fund* (other than the Mass Transit Account), to

FEDERAL-AID HIGHWAYS—Continued

remain available until expended. (*Department of Transportation Appropriations Act, 2014.*)

FEDERAL-AID HIGHWAYS

(Legislative proposal, subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 69–8083–4–7–401	2013 actual	2014 est.	2015 est.
Obligations by program activity:			
0061 Critical immediate investments			5,203
0062 Ladders of opportunity			107
0063 Freight			1,073
0500 Total direct program			6,383
0900 Total new obligations (object class 41.0)			6,383
Budgetary Resources:			
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)			6,383
1137 Appropriations applied to liquidate contract authority			–6,383
Contract authority, mandatory:			
1600 Contract authority			6,405
1640 Contract authority, mandatory (total)			6,405
1900 Budget authority (total)			6,405
1930 Total budgetary resources available			6,405
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year			22
Change in obligated balance:			
Unpaid obligations:			
3010 Obligations incurred, unexpired accounts			6,383
3020 Outlays (gross)			–1,729
3050 Unpaid obligations, end of year			4,654
Memorandum (non-add) entries:			
3200 Obligated balance, end of year			4,654
Budget authority and outlays, net:			
Mandatory:			
4090 Budget authority, gross			6,405
Outlays, gross:			
4100 Outlays from new mandatory authority			1,729
4180 Budget authority, net (total)			6,405
4190 Outlays, net (total)			1,729
Memorandum (non-add) entries:			
5053 Obligated balance, EOY: Contract authority			22

The Administration proposes to reclassify all surface transportation outlays as mandatory. Amounts reflected in this schedule represent the spending increase above baseline that is subject to PAYGO.

FIXING AND ACCELERATING SURFACE TRANSPORTATION

(Legislative proposal, not subject to PAYGO)

(LIMITATION ON OBLIGATIONS)

(LIQUIDATION OF CONTRACT AUTHORITY)

(TRANSPORTATION TRUST FUND)

Contingent upon enactment of multi-year surface transportation authorization legislation, for the payment of obligations incurred in carrying out the Fixing and Accelerating Surface Transportation program under Title 49, United States Code, \$500,000,000 to be derived from the Highway Account of the Transportation Trust Fund and to remain available until

expended: Provided, that funds available for the implementation or execution of such program shall not exceed total obligations of \$500,000,000.

FIXING AND ACCELERATING SURFACE TRANSPORTATION

(Legislative proposal, subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 69–8507–4–7–401	2013 actual	2014 est.	2015 est.
Obligations by program activity:			
0001 Race to the Top!			500
0900 Total new obligations (object class 41.0)			500
Budgetary Resources:			
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)			500
1137 Appropriations applied to liquidate contract authority			–500
Contract authority, mandatory:			
1600 Contract authority			500
1640 Contract authority, mandatory (total)			500
1900 Budget authority (total)			500
1930 Total budgetary resources available			500
Change in obligated balance:			
Unpaid obligations:			
3010 Obligations incurred, unexpired accounts			500
3020 Outlays (gross)			–135
3050 Unpaid obligations, end of year			365
Memorandum (non-add) entries:			
3200 Obligated balance, end of year			365
Budget authority and outlays, net:			
Mandatory:			
4090 Budget authority, gross			500
Outlays, gross:			
4100 Outlays from new mandatory authority			135
4180 Budget authority, net (total)			500
4190 Outlays, net (total)			135

The FY 2015 budget includes \$500 million for the Fixing and Accelerating Surface Transportation (FAST) program. Jointly managed by the Federal Highway Administration and Federal Transit Administration, the FAST program will use competition and a monetary incentive to reward long-term, systematic innovation and reform in our Nation's transportation system.

APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM (TRANSPORTATION TRUST FUND)

Program and Financing (in millions of dollars)

Identification code 69–8072–0–7–401	2013 actual	2014 est.	2015 est.
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	3	3	3
1930 Total budgetary resources available	3	3	3
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	3	3	3
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	3	1	1
3020 Outlays (gross)	–2		
3050 Unpaid obligations, end of year	1	1	1
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	3	1	1
3200 Obligated balance, end of year	1	1	1
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4011 Outlays from discretionary balances	2		
4190 Outlays, net (total)	2		

Funding for this program is used for the necessary expenses for the Appalachian Development Highway System as distributed to the following States: Alabama, Georgia, Kentucky, Maryland, Mississippi, New York, North Carolina, Ohio, Pennsylvania, South Carolina, Tennessee, Virginia, and West Virginia. This schedule shows the obligation and outlay of amounts made available in prior years, as no funding is requested for 2015.

MISCELLANEOUS TRUST FUNDS

Special and Trust Fund Receipts (in millions of dollars)

Identification code 69-9971-0-7-999	2013 actual	2014 est.	2015 est.
0100 Balance, start of year			
Receipts:			
0220 Advances from State Cooperating Agencies and Foreign Governments, FHA Miscellaneous Trust	17	18	18
0221 Contributions from States, Etc., Cooperative Work, Forest Highways, FHA, Miscellaneous Trust	5	5	5
0222 Deposits for Cooperative Work, International Highway Transportation Outreach Program	5	5	5
0240 Advances from Other Federal Agencies, FHA Miscellaneous Trust	1	1	1
Adjustments:			
0290 Rounding adjustment	1		
0299 Total receipts and collections	29	29	29
0400 Total: Balances and collections	29	29	29
Appropriations:			
0500 Miscellaneous Trust Funds	-29	-29	-29
0799 Balance, end of year			

Program and Financing (in millions of dollars)

Identification code 69-9971-0-7-999	2013 actual	2014 est.	2015 est.
Obligations by program activity:			
0001 Cooperative work, forest highways 69-X-8265	5	6	6
0002 Cooperative work, international highway transportation 69-X-8371	7	8	8
0003 Advances from State cooperating agencies 69-X-8054	28	31	31
0004 Contributions for highway research programs 69-X-8264	1	1	1
0900 Total new obligations	41	46	46

Budgetary Resources:

Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	46	38	21
1021 Recoveries of prior year unpaid obligations	4		
1050 Unobligated balance (total)	50	38	21
Budget authority:			
Appropriations, mandatory:			
1201 Appropriation (special or trust fund)	29	29	29
1260 Appropriations, mandatory (total)	29	29	29
1900 Budget authority (total)	29	29	29
1930 Total budgetary resources available	79	67	50
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	38	21	4

Change in obligated balance:

Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	27	26	21
3010 Obligations incurred, unexpired accounts	41	46	46
3020 Outlays (gross)	-38	-51	-52
3040 Recoveries of prior year unpaid obligations, unexpired	-4		
3050 Unpaid obligations, end of year	26	21	15
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	27	26	21
3200 Obligated balance, end of year	26	21	15

Budget authority and outlays, net:

Mandatory:			
4090 Budget authority, gross	29	29	29
Outlays, gross:			
4100 Outlays from new mandatory authority	16	23	23
4101 Outlays from mandatory balances	22	28	29
4110 Outlays, gross (total)	38	51	52

4180 Budget authority, net (total)	29	29	29
4190 Outlays, net (total)	38	51	52

The Miscellaneous Trust Funds account reflects work performed by Federal Highway Administration (FHWA) for other parties. FHWA performs the work on a reimbursable basis.

Cooperative work, forest highways.—Contributions are received from States in connection with cooperative engineering, survey, maintenance, and construction projects for forest highways.

Technical assistance, US dollars advances from foreign governments.—FHWA renders technical assistance and acts as agent for the purchase of equipment and materials for carrying out highway programs in foreign countries.

Advances from State cooperating agencies.—Funds are contributed by State highway departments or local subdivisions thereof for construction and/or maintenance of roads or bridges. The work is performed under the supervision of FHWA.

Contributions for highway research programs.—Contributions are received from various sources in support of FHWA transportation research programs. The funds are used primarily in support of pooled-funds projects.

Object Classification (in millions of dollars)

Identification code 69-9971-0-7-999	2013 actual	2014 est.	2015 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent	2	2	2
12.1 Civilian personnel benefits	1	1	1
25.1 Advisory and assistance services	1	1	1
25.2 Other services from non-Federal sources	13	16	16
25.3 Other goods and services from Federal sources	11	12	12
44.0 Refunds	12	13	13
99.0 Direct obligations	40	45	45
99.5 Below reporting threshold	1	1	1
99.9 Total new obligations	41	46	46

Employment Summary

Identification code 69-9971-0-7-999	2013 actual	2014 est.	2015 est.
1001 Direct civilian full-time equivalent employment	21	21	21

MISCELLANEOUS TRANSPORTATION TRUST FUNDS

Program and Financing (in millions of dollars)

Identification code 69-9972-0-7-401	2013 actual	2014 est.	2015 est.
Obligations by program activity:			
0027 Obligations by program activity Miscellaneous highway projects	2	26	26
0100 Direct program activities, subtotal	2	26	26
0900 Total new obligations (object class 41.0)	2	26	26

Budgetary Resources:

Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	87	86	64
1021 Recoveries of prior year unpaid obligations	1	4	
1050 Unobligated balance (total)	88	90	64
1930 Total budgetary resources available	88	90	64
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	86	64	38

Change in obligated balance:

Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	55	40	26
3010 Obligations incurred, unexpired accounts	2	26	26
3020 Outlays (gross)	-16	-36	-31
3040 Recoveries of prior year unpaid obligations, unexpired	-1	-4	
3050 Unpaid obligations, end of year	40	26	21

MISCELLANEOUS TRANSPORTATION TRUST FUNDS—Continued
Program and Financing—Continued

Identification code 69–9972–0–7–401	2013 actual	2014 est.	2015 est.
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	55	40	26
3200 Obligated balance, end of year	40	26	21
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4011 Outlays from discretionary balances	16	36	31
4190 Outlays, net (total)	16	36	31

This account contains miscellaneous appropriations from the Transportation Trust Fund. Obligations and outlays result from prior year appropriations. In FY 2013 and FY 2014 no new budget authority was appropriated. No new budget authority is requested for FY 2015.

ADMINISTRATIVE PROVISIONS—FEDERAL HIGHWAY ADMINISTRATION

SEC. 120. Contingent upon enactment of multi-year surface transportation authorization legislation:

(a) For fiscal year **[2014]** 2015, the Secretary of Transportation shall—

(1) not distribute from the obligation limitation for Federal-aid **[highways]** *Highways*—

(A) amounts authorized for administrative expenses and programs by section 104(a) of title 23, United States Code; and

(B) amounts authorized for the Bureau of Transportation Statistics;

(2) not distribute an amount from the obligation limitation for Federal-aid **[highways]** *Highways* that is equal to the unobligated balance of amounts—

(A) made available from the Highway Trust Fund (other than the Mass Transit Account) for Federal-aid **[highway]** *Highways* and highway safety construction programs for previous fiscal years the funds for which are allocated by the Secretary (or apportioned by the Secretary under sections 202 or 204 of title 23, United States Code); and

(B) for which obligation limitation was provided in a previous fiscal year;

(3) determine the proportion that—

(A) the obligation limitation for Federal-aid **[highways]** *Highways*, less the aggregate of amounts not distributed under paragraphs (1) and (2) of this subsection; bears to

(B) the total of the sums authorized to be appropriated for the Federal-aid **[highway]** *Highways* and highway safety construction programs (other than sums authorized to be appropriated for provisions of law described in paragraphs (1) through **[(11)]** (12) of subsection (b) and sums authorized to be appropriated for section 119 of title 23, United States Code, equal to the amount referred to in subsection **[(b)(12)]** (b)(13) for such fiscal year), less the aggregate of the amounts not distributed under paragraphs (1) and (2) of this subsection;

(4) distribute the obligation limitation for Federal-aid **[highways]** *Highways*, less the aggregate amounts not distributed under paragraphs (1) and (2), for each of the programs (other than programs to which paragraph (1) applies) that are allocated by the Secretary under **[the Moving Ahead for Progress in the 21st Century Act]** *such authorization legislation* and title 23, United States Code, or apportioned by the Secretary under sections 202 or 204 of that title, by multiplying—

(A) the proportion determined under paragraph (3); by

(B) the amounts authorized to be appropriated for each such program for such fiscal year; and

(5) distribute the obligation limitation for Federal-aid **[highways]** *Highways*, less the aggregate amounts not distributed under paragraphs (1) and (2) and the amounts distributed under paragraph (4), for Federal-aid **[highway]** *Highways* and highway safety construction programs that are apportioned by the Secretary under *such authoriz-*

ation legislation or title 23, United States Code (other than the amounts apportioned for the **[national highway performance program]** *National Highway Performance Program* in section 119 of title 23, United States Code, that are exempt from the limitation under subsection (b) **[(12)]** (13) and the amounts apportioned under sections 202 and 204 of that title) in the proportion that—

(A) amounts authorized to be appropriated for the programs that are apportioned under title 23, United States Code, or *such authorization legislation* to each State for such fiscal year; bears to

(B) the total of the amounts authorized to be appropriated for the programs that are apportioned under title 23, United States Code, or *such authorization legislation* to all States for such fiscal year.

(b) **EXCEPTIONS FROM OBLIGATION LIMITATION.**—The obligation limitation for Federal-aid **[highways]** *Highways* shall not apply to obligations under or for—

(1) section 125 of title 23, United States Code;

(2) section 147 of the Surface Transportation Assistance Act of 1978 (23 U.S.C. 144 note; 92 Stat. 2714);

(3) section 9 of the Federal-Aid Highway Act of 1981 (95 Stat. 1701);

(4) subsections (b) and (j) of section 131 of the Surface Transportation Assistance Act of 1982 (96 Stat. 2119);

(5) subsections (b) and (c) of section 149 of the Surface Transportation and Uniform Relocation Assistance Act of 1987 (101 Stat. 198);

(6) sections 1103 through 1108 of the Intermodal Surface Transportation Efficiency Act of 1991 (105 Stat. 2027);

(7) section 157 of title 23, United States Code (as in effect on June 8, 1998);

(8) section 105 of title 23, United States Code (as in effect for fiscal years 1998 through 2004, but only in an amount equal to \$639,000,000 for each of those fiscal years);

(9) Federal-aid **[highway]** *Highways* programs for which obligation authority was made available under the Transportation Equity Act for the 21st Century (112 Stat. 107) or subsequent Acts for multiple years or to remain available until expended, but only to the extent that the obligation authority has not lapsed or been used;

(10) section 105 of title 23, United States Code (**[but, for each of]** *as in effect for fiscal years 2005 through 2012, but only in an amount equal to \$639,000,000 for each of those fiscal years*);

(11) section 1603 of SAFETEA-LU (23 U.S.C. 118 note; 119 Stat. 1248), to the extent that funds obligated in accordance with that section were not subject to a limitation on obligations at the time at which the funds were initially made available for obligation; and

(12) section 119 of title 23, United States Code (**[but,]** *as in effect for fiscal years 2013 and 2014, but only in an amount equal to \$639,000,000 for each of those fiscal years*); and.

(13) *section 119 of title 23 United States Code, (but, for fiscal year 2015, only in an amount equal to \$639,000,000).*

(c) **REDISTRIBUTION OF UNUSED OBLIGATION AUTHORITY.**—Notwithstanding subsection (a), the Secretary shall, after August 1 of such fiscal year—

(1) revise a distribution of the obligation limitation made available under subsection (a) if an amount distributed cannot be obligated during that fiscal year; and

(2) redistribute sufficient amounts to those States able to obligate amounts in addition to those previously distributed during that fiscal year, giving priority to those States having large unobligated balances of funds apportioned under sections 144 (as in effect on the day before the date of enactment of **[the Moving Ahead for Progress in the 21st Century Act]** *Public Law 112–141*) and 104 of title 23, United States Code.

(d) **APPLICABILITY OF OBLIGATION LIMITATIONS TO TRANSPORTATION RESEARCH PROGRAMS.**—

(1) **IN GENERAL.**—Except as provided in paragraph (2), the obligation limitation for Federal-aid **[highways]** *Highways* shall apply to contract authority for transportation research programs carried out under—

(A) chapter 5 of title 23, United States Code; and

(B) **[division E of the Moving Ahead for Progress in the 21st Century Act]** *the transportation research programs sections of such authorization legislation.*

(2) **EXCEPTION.**—Obligation authority made available under paragraph (1) shall—

(A) remain available for a period of 4 fiscal years; and

(B) be in addition to the amount of any limitation imposed on obligations for Federal-aid [highway] *Highways* and highway safety construction programs for future fiscal years.

(e) REDISTRIBUTION OF CERTAIN AUTHORIZED FUNDS.—

(1) IN GENERAL.—Not later than 30 days after the date of distribution of obligation limitation under subsection (a), the Secretary shall distribute to the States any funds (excluding funds authorized for the program under section 202 of title 23, United States Code) that—

(A) are authorized to be appropriated for such fiscal year for Federal-aid [highway] *Highways* programs; and

(B) the Secretary determines will not be allocated to the States (or will not be apportioned to the States under section 204 of title 23, United States Code), and will not be available for obligation, for such fiscal year because of the imposition of any obligation limitation for such fiscal year.

(2) RATIO.—Funds shall be distributed under paragraph (1) in the same proportion as the distribution of obligation authority under subsection (a)(5).

(3) AVAILABILITY.—Funds distributed to each State under paragraph (1) shall be available for any purpose described in section 133(b) of title 23, United States Code.

SEC. 121. Notwithstanding 31 U.S.C. 3302, funds received by the Bureau of Transportation Statistics from the sale of data products, for necessary expenses incurred pursuant to chapter 63 of title 49, United States Code, may be credited to the Federal-aid Highways account for the purpose of reimbursing the Bureau for such expenses: *Provided*, That such funds shall be subject to the obligation limitation for Federal-aid Highways and highway safety construction programs.

SEC. 122. Not less than 15 days prior to waiving, under his statutory authority, any Buy America requirement for Federal-aid [highway] *Highways* projects, the Secretary of Transportation shall make an informal public notice and comment opportunity on the intent to issue such waiver and the reasons therefor: *Provided*, That the Secretary shall provide an annual report to the House and Senate Committees on Appropriations on any waivers granted under the Buy America requirements.

SEC. 123. (a) IN GENERAL.—Except as provided in subsection (b), none of the funds made available, limited, or otherwise affected by this Act shall be used to approve or otherwise authorize the imposition of any toll on any segment of highway located on the Federal-aid system in the State of Texas that—

(1) as of the date of enactment of this Act, is not tolled;

(2) is constructed with Federal assistance provided under title 23, United States Code; and

(3) is in actual operation as of the date of enactment of this Act.

(b) EXCEPTIONS.—

(1) NUMBER OF TOLL LANES.—Subsection (a) shall not apply to any segment of highway on the Federal-aid system described in that subsection that, as of the date on which a toll is imposed on the segment, will have the same number of nontoll lanes as were in existence prior to that date.

(2) HIGH-OCCUPANCY VEHICLE LANES.—A high-occupancy vehicle lane that is converted to a toll lane shall not be subject to this section, and shall not be considered to be a nontoll lane for purposes of determining whether a highway will have fewer nontoll lanes than prior to the date of imposition of the toll, if—

(A) high-occupancy vehicles occupied by the number of passengers specified by the entity operating the toll lane may use the toll lane without paying a toll, unless otherwise specified by the appropriate county, town, municipal or other local government entity, or public toll road or transit authority; or

(B) each high-occupancy vehicle lane that was converted to a toll lane was constructed as a temporary lane to be replaced by a toll lane under a plan approved by the appropriate county, town, municipal or other local government entity, or public toll road or transit authority.]

SEC. [124] 123. None of the funds in this Act to the Department of Transportation may be used to provide credit assistance unless not less than 3 days before any application approval to provide credit assistance under sections 603 and 604 of title 23, United States Code, the Secretary of Transportation provides notification in writing to the following committees: the House and Senate Committees on Appropriations; the

Committee on Environment and Public Works and the Committee on Banking, Housing and Urban Affairs of the Senate; and the Committee on Transportation and Infrastructure of the House of Representatives: *Provided*, That such notification shall include, but not be limited to, the name of the project sponsor; a description of the project; whether credit assistance will be provided as a direct loan, loan guarantee, or line of credit; and the amount of credit assistance.

SEC. 125. Section 149(m) of title 23, United States Code, is amended by striking "that was previously eligible under this section" and replacing with "for which CMAQ funding was made available, obligated or expended in fiscal year 2012, and shall have no imposed time limitation".] (*Department of Transportation Appropriations Act, 2014.*)

FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION

The Federal Motor Carrier Safety Administration (FMCSA) was established within the Department of Transportation by the Motor Carrier Safety Improvement Act of 1999 (P.L. 106–159). Prior to this legislation, motor carrier safety responsibilities were under the jurisdiction of the Federal Highway Administration.

FMCSA's mission is to promote safe commercial motor vehicle operation and reduce truck and bus crashes. The agency accomplishes this mission by reducing fatalities and property losses associated with commercial motor vehicles through education, regulation, enforcement, and research and innovative technology, thereby achieving a safer and more secure transportation environment. FMCSA is also responsible for enforcing Federal motor carrier safety and hazardous materials regulations for all commercial vehicles entering the United States along its southern and northern borders.

Trust Funds

MOTOR CARRIER SAFETY

Program and Financing (in millions of dollars)

Identification code 69–8055–0–7–401		2013 actual	2014 est.	2015 est.
Obligations by program activity:				
0801	Reimbursable program activity	2	.....	.....
0900	Total new obligations (object class 25.2)	2	.....	.....
Budgetary Resources:				
Unobligated balance:				
1000	Unobligated balance brought forward, Oct 1 .....	.....	1	1
1021	Recoveries of prior year unpaid obligations	3	.....	.....
1050	Unobligated balance (total)	3	1	1
1930	Total budgetary resources available	3	1	1
Memorandum (non-add) entries:				
1941	Unexpired unobligated balance, end of year	1	1	1
Change in obligated balance:				
Unpaid obligations:				
3000	Unpaid obligations, brought forward, Oct 1	5	2	2
3010	Obligations incurred, unexpired accounts	2	.....	.....
3020	Outlays (gross)	–2	.....	.....
3040	Recoveries of prior year unpaid obligations, unexpired	–3	.....	.....
3050	Unpaid obligations, end of year	2	2	2
Memorandum (non-add) entries:				
3100	Obligated balance, start of year	5	2	2
3200	Obligated balance, end of year	2	2	2
Budget authority and outlays, net:				
Mandatory:				
Outlays, gross:				
4101	Outlays from mandatory balances	2	.....	.....
4190	Outlays, net (total)	2	.....	.....
Memorandum (non-add) entries:				
5054	Fund balance in excess of liquidating requirements, SOY:			
	Contract authority	41	41	41

MOTOR CARRIER SAFETY—Continued
Program and Financing—Continued

Identification code 69–8055–0–7–401	2013 actual	2014 est.	2015 est.
5055 Fund balance in excess of liquidating requirements, EOY: Contract authority	41	41	41

Activities have not been funded in this account since 2005. This schedule shows the obligations and outlays of funding made available for this program in fiscal years prior to 2006.

Object Classification (in millions of dollars)

Identification code 69–8055–0–7–401	2013 actual	2014 est.	2015 est.
99.0 Reimbursable obligations	2		

NATIONAL MOTOR CARRIER SAFETY

[(LIMITATION ON OBLIGATIONS)]

[(HIGHWAY TRUST FUND)]

[Of the unobligated contract authority provided in the Transportation Equity Act for the 21st Century (Public Law 105–178) or other appropriation or authorization acts for the national motor carrier safety program, \$13,000,000 shall be made available for the modernization and maintenance of border facilities and the total limitation of these obligations shall not exceed \$13,000,000.] (*Department of Transportation Appropriations Act, 2014.*)

Program and Financing (in millions of dollars)

Identification code 69–8048–0–7–401	2013 actual	2014 est.	2015 est.
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	20	21	21
1021 Recoveries of prior year unpaid obligations	1		
1050 Unobligated balance (total)	21	21	21
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)		13	
1137 Appropriations applied to liquidate contract authority		–13	
1930 Total budgetary resources available	21	21	21
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	21	21	21
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	4	3	
3020 Outlays (gross)		–3	
3040 Recoveries of prior year unpaid obligations, unexpired	–1		
3050 Unpaid obligations, end of year	3		
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	4	3	
3200 Obligated balance, end of year	3		
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4011 Outlays from discretionary balances		3	
4190 Outlays, net (total)		3	
Memorandum (non-add) entries:			
5050 Unobligated balance, SOY: Contract authority	7	8	
5051 Unobligated balance, EOY: Contract authority	8		
5052 Obligated balance, SOY: Contract authority	4	3	
5053 Obligated balance, EOY: Contract authority	3		
5054 Fund balance in excess of liquidating requirements, SOY: Contract authority			2
5055 Fund balance in excess of liquidating requirements, EOY: Contract authority		2	2
5061 Limitation on obligations (Transportation Trust Funds)		13	

No funding is requested for this account in 2015. P.L. 113–76 provided access during 2014 to \$13 million for the modernization and maintenance of border facilities.

MOTOR CARRIER SAFETY GRANTS

Program and Financing (in millions of dollars)

Identification code 69–8158–0–7–401	2013 actual	2014 est.	2015 est.
Obligations by program activity:			
0001 Motor Carrier Safety Assistance Program	213	218	248
0002 Border Enforcement Grants	32	32	
0003 Safety Data Improvement Grants	3	3	
0004 Commercial Driver's License (CDL) Program Improvement Grants	29	30	39
0005 Commercial Vehicle Information Systems	16	25	
0006 Performance and Registration Information System	5	5	
0007 Innovative Technology Deployment (CVSN)			25
0008 Commercial Motor Vehicle Operating Grant			1
0900 Total new obligations	298	313	313
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	72	92	92
1021 Recoveries of prior year unpaid obligations	9		
1050 Unobligated balance (total)	81	92	92
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)	310	313	313
1137 Portion applied to liquidate contract authority, Motor Carrier Safety Grants	–310	–313	–313
Contract authority, mandatory:			
1600 Contract authority, Motor Carrier Safety Grants	310	313	313
1620 Contract authority and/or unobligated balance of contract authority permanently reduced	–1		
1640 Contract authority, mandatory (total)	309	313	313
1900 Budget authority (total)	309	313	313
1930 Total budgetary resources available	390	405	405
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	92	92	92
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	412	399	379
3010 Obligations incurred, unexpired accounts	298	313	313
3020 Outlays (gross)	–302	–333	–253
3040 Recoveries of prior year unpaid obligations, unexpired	–9		
3050 Unpaid obligations, end of year	399	379	439
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	412	399	379
3200 Obligated balance, end of year	399	379	439
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4010 Outlays from new discretionary authority	68	88	
4011 Outlays from discretionary balances	234	245	253
4020 Outlays, gross (total)	302	333	253
Mandatory:			
4090 Budget authority, gross	309	313	313
4180 Budget authority, net (total)	309	313	313
4190 Outlays, net (total)	302	333	253
Memorandum (non-add) entries:			
5054 Fund balance in excess of liquidating requirements, SOY: Contract authority	29	30	30
5055 Fund balance in excess of liquidating requirements, EOY: Contract authority	30	30	30
5061 Limitation on obligations (Transportation Trust Funds)	309	313	
Summary of Budget Authority and Outlays (in millions of dollars)			
	2013 actual	2014 est.	2015 est.
Enacted/requested:			
Budget Authority	309	313	313
Outlays	302	333	253

Amounts included in the adjusted baseline:

Budget Authority	5		
Outlays	89		
Legislative proposal, subject to PAYGO:			
Budget Authority	34		
Outlays	10		
Total:			
Budget Authority	309	313	352
Outlays	302	333	352

Motor Carrier Safety Grants support States to conduct compliance reviews, identify and apprehend traffic violators, conduct roadside inspections, and support safety audits on new entrant carriers. The Federal Motor Carrier Safety Administration (FMCSA) also supports States by conducting training for State agency personnel to accomplish motor carrier safety objectives. In addition, FMCSA reviews State commercial driver's license (CDL) oversight activities to prevent unqualified drivers from being issued CDLs, and is initiating an Innovative Technology program to improve the safety and productivity of commercial vehicles and drivers. The Motor Carriers Safety Grants account maintains the Agency's individual grants under the Compliance, Safety and Accountability Program.

Object Classification (in millions of dollars)

Identification code 69-8158-0-7-401	2013 actual	2014 est.	2015 est.
Direct obligations:			
21.0 Travel and transportation of persons	1	1	1
25.2 Other services from non-Federal sources	2	24	34
41.0 Grants, subsidies, and contributions	295	288	278
99.9 Total new obligations	298	313	313

MOTOR CARRIER SAFETY GRANTS

(Amounts included in the adjusted baseline)

Program and Financing (in millions of dollars)

Identification code 69-8158-7-7-401	2013 actual	2014 est.	2015 est.
Budgetary Resources:			
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)			5
1137 Appropriations applied to liquidate contract authority			-5
Contract authority, mandatory:			
1600 Contract authority			5
1640 Contract authority, mandatory (total)			5
1900 Budget authority (total)			5
1930 Total budgetary resources available			5
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year			5
Change in obligated balance:			
Unpaid obligations:			
3020 Outlays (gross)			-89
3050 Unpaid obligations, end of year			-89
Memorandum (non-add) entries:			
3200 Obligated balance, end of year			-89
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4010 Outlays from new discretionary authority		-88	
4011 Outlays from discretionary balances		-245	-253
4020 Outlays, gross (total)		-333	-253
Mandatory:			
4090 Budget authority, gross			5
Outlays, gross:			
4100 Outlays from new mandatory authority		88	89
4101 Outlays from mandatory balances		245	253
4110 Outlays, gross (total)		333	342
4180 Budget authority, net (total)			5
4190 Outlays, net (total)			89

Memorandum (non-add) entries:

5061 Limitation on obligations (Transportation Trust Funds)	-313		
---	------	--	--

The Administration proposes to reclassify all surface transportation outlays as mandatory. This schedule reclassifies discretionary outlays from obligation limitations as mandatory outlays from mandatory contract authority for the 2014 enacted levels. This schedule also creates a new baseline of mandatory contract authority that is equal to the previous discretionary obligation limitation baseline to calculate the spending increase above the baseline subject to PAYGO.

MOTOR CARRIER SAFETY GRANTS

(Adjustments for year-to-year comparability)

Program and Financing (in millions of dollars)

Identification code 69-8158-9-7-401	2013 actual	2014 est.	2015 est.
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4010 Outlays from new discretionary authority	-68		
4011 Outlays from discretionary balances	-234		
4020 Outlays, gross (total)	-302		
Mandatory:			
Outlays, gross:			
4100 Outlays from new mandatory authority	68		
4101 Outlays from mandatory balances	234		
4110 Outlays, gross (total)	302		

Memorandum (non-add) entries:

5061 Limitation on obligations (Transportation Trust Funds)	-309		
---	------	--	--

The Administration proposes to reclassify all surface transportation outlays as mandatory. This schedule reclassifies discretionary outlays from obligation limitations as mandatory outlays from mandatory contract authority, for 2013 actual amounts, for comparability purposes.

MOTOR CARRIER SAFETY GRANTS

(Legislative proposal, not subject to PAYGO)

(LIQUIDATION OF CONTRACT [AUTHORIZATION] AUTHORITY)

(LIMITATION ON OBLIGATIONS)

([HIGHWAY]TRANSPORTATION TRUST FUND)

[For] Contingent upon enactment of multi-year surface transportation authorization legislation, for payment of obligations incurred in carrying out sections 31102, 31104(a), 31106, 31107, 31109, 31309, 31313 of title 49, United States Code, and sections 4126 and 4128 of Public Law 109-59, as amended by Public Law 112-141, [\$313,000,000] \$352,753,000, to be derived from the [Highway] Transportation Trust Fund [(other than the Mass Transit Account)] and to remain available until expended: *Provided*, That funds available for the implementation or execution of motor carrier safety programs shall not exceed total obligations of [\$313,000,000] \$352,753,000 in fiscal year [2014] 2015 for "Motor Carrier Safety Grants"; of which [\$218,000,000] \$288,173,000 shall be available for the motor carrier safety assistance program, [\$30,000,000] \$38,500,000 shall be available for the commercial driver's license improvements program, [\$32,000,000] shall be available for border enforcement grants, \$5,000,000 shall be available for the performance and registration information system management program,] \$25,000,000 shall be available for [the commercial vehicle information systems and networks deployment] an innovative technology deployment program, and [\$3,000,000] \$1,000,000 shall be available for [the safety data improvement program: *Provided further*, That, of the funds made available herein for the motor carrier safety assistance program, \$32,000,000 shall be available for audits of new entrant motor carriers] commercial motor

MOTOR CARRIER SAFETY GRANTS—Continued

vehicle operators' grants. (Department of Transportation Appropriations Act, 2014.)

MOTOR CARRIER SAFETY GRANTS
(Legislative proposal, subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 69–8158–4–7–401	2013 actual	2014 est.	2015 est.
Obligations by program activity:			
0001 Motor Carrier Safety Assistance Program			34
0900 Total new obligations (object class 41.0)			34
Budgetary Resources:			
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)			34
1137 Portion applied to liquidate contract authority, Motor Carrier Safety Grants			–34
Contract authority, mandatory:			
1600 Contract authority, Motor Carrier Safety Grants			34
1640 Contract authority, mandatory (total)			34
1900 Budget authority (total)			34
1930 Total budgetary resources available			34
Change in obligated balance:			
Unpaid obligations:			
3010 Obligations incurred, unexpired accounts			34
3020 Outlays (gross)			–10
3050 Unpaid obligations, end of year			24
Memorandum (non-add) entries:			
3200 Obligated balance, end of year			24
Budget authority and outlays, net:			
Mandatory:			
4090 Budget authority, gross			34
Outlays, gross:			
4100 Outlays from new mandatory authority			10
4180 Budget authority, net (total)			34
4190 Outlays, net (total)			10

The Administration proposes to reclassify all surface transportation outlays as mandatory. Amounts reflected in this schedule represent the spending increase above baseline that is subject to PAYGO.

MOTOR CARRIER SAFETY OPERATIONS AND PROGRAMS

Program and Financing (in millions of dollars)

Identification code 69–8159–0–7–401	2013 actual	2014 est.	2015 est.
Obligations by program activity:			
0001 Operating Expenses	196	207	208
0002 Research and Technology	7	9	9
0003 Information Management	31	29	29
0004 Regulatory Development	9	9	9
0005 Outreach and Education	4	4	4
0006 Commercial Motor Vehicle Operating Grants	1	1	
0100 Subtotal, direct program	248	259	259
0799 Total direct obligations	248	259	259
0801 Reimbursable program	17	15	15
0900 Total new obligations	265	274	274
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	17	21	21
1001 Discretionary unobligated balance brought fwd, Oct 1	5		
1021 Recoveries of prior year unpaid obligations	3		
1050 Unobligated balance (total)	20	21	21
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)	251	259	259
1137 Appropriations applied to liquidate contract authority	–251	–259	–259

Contract authority, mandatory:			
1600 Contract authority	251	259	259
1620 Contract authority and/or unobligated balance of contract authority permanently reduced	–1		
1640 Contract authority, mandatory (total)	250	259	259
Spending authority from offsetting collections, discretionary:			
1700 Collected	17	15	15
1723 New and/or unobligated balance of spending authority from offsetting collections temporarily reduced	–1		
1750 Spending auth from offsetting collections, disc (total)	16	15	15
1900 Budget authority (total)	266	274	274
1930 Total budgetary resources available	286	295	295
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	21	21	21
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	87	92	116
3010 Obligations incurred, unexpired accounts	265	274	274
3020 Outlays (gross)	–257	–250	–84
3040 Recoveries of prior year unpaid obligations, unexpired	–3		
3050 Unpaid obligations, end of year	92	116	306
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	87	92	116
3200 Obligated balance, end of year	92	116	306
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	16	15	15
Outlays, gross:			
4010 Outlays from new discretionary authority	196	209	15
4011 Outlays from discretionary balances	61	41	69
4020 Outlays, gross (total)	257	250	84
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4030 Federal sources	–1		
4034 Offsetting governmental collections	–16	–15	–15
4040 Offsets against gross budget authority and outlays (total)	–17	–15	–15
4070 Budget authority, net (discretionary)	–1		
4080 Outlays, net (discretionary)	240	235	69
Mandatory:			
4090 Budget authority, gross	250	259	259
4180 Budget authority, net (total)	249	259	259
4190 Outlays, net (total)	240	235	69
Memorandum (non-add) entries:			
5054 Fund balance in excess of liquidating requirements, SOY:			
Contract authority	15	16	16
5055 Fund balance in excess of liquidating requirements, EOY:			
Contract authority	16	16	16
5061 Limitation on obligations (Transportation Trust Funds)	250	259	
5090 Unavailable balance, SOY: Offsetting collections		1	1
5091 Unavailable balance, EOY: Offsetting collections	1	1	1

Summary of Budget Authority and Outlays (in millions of dollars)

	2013 actual	2014 est.	2015 est.
Enacted/requested:			
Budget Authority	249	259	259
Outlays	240	235	69
Amounts included in the adjusted baseline:			
Budget Authority			8
Outlays			200
Legislative proposal, subject to PAYGO:			
Budget Authority			50
Outlays			38
Total:			
Budget Authority	249	259	317
Outlays	240	235	307

The Operations and Programs account provides the necessary resources to support program and administrative activities for motor carrier safety. As proposed in the multi-year surface transportation authorization legislation, the Federal Motor Carrier Safety Administration (FMCSA) will continue to improve safety and reduce severe and fatal commercial motor vehicles crashes by raising the bar to entry into the commercial motor vehicle industry, by requiring operators to maintain standards

to remain in the industry, and by removing high-risk carriers, vehicles, drivers and service providers from operation.

Funding supports nationwide motor carrier safety and consumer enforcement efforts, including the continuation of the Compliance, Safety and Accountability Program; regulation and enforcement of movers of household goods, and Federal safety enforcement activities at the borders to ensure that foreign-domiciled carriers entering the U.S. are in compliance with FMSCA Regulations. Resources are also provided to fund regulatory development and implementation, information management, investment in research and technology, safety outreach and education, and the safety and consumer telephone hotline. The FY 2015 funding request reflects significant expansion of agency efforts to enhance motor coach safety.

Object Classification (in millions of dollars)

Identification code 69–8159–0–7–401	2013 actual	2014 est.	2015 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	85	88	88
11.3 Other than full-time permanent	2	3	3
11.9 Total personnel compensation	87	91	91
12.1 Civilian personnel benefits	26	27	27
21.0 Travel and transportation of persons	9	9	9
23.1 Rental payments to GSA	15	14	15
23.3 Communications, utilities, and miscellaneous charges	1	6	6
24.0 Printing and reproduction	1	1	1
25.2 Other services from non-Federal sources	99	97	97
25.5 Research and development contracts	7	10	10
26.0 Supplies and materials	1	1	1
31.0 Equipment	1	2	2
41.0 Grants, subsidies, and contributions	1	1	.....
99.0 Direct obligations	248	259	259
99.0 Reimbursable obligations	17	15	15
99.9 Total new obligations	265	274	274

Employment Summary

Identification code 69–8159–0–7–401	2013 actual	2014 est.	2015 est.
1001 Direct civilian full-time equivalent employment	1,042	1,088	1,088
2001 Reimbursable civilian full-time equivalent employment	57	61	61

MOTOR CARRIER SAFETY OPERATIONS AND PROGRAMS

(Amounts included in the adjusted baseline)

Program and Financing (in millions of dollars)

Identification code 69–8159–7–7–401	2013 actual	2014 est.	2015 est.
Budgetary Resources:			
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)	8
1137 Appropriations applied to liquidate contract authority	–8
Contract authority, mandatory:			
1600 Contract authority	8
1640 Contract authority, mandatory (total)	8
1900 Budget authority (total)	8
1930 Total budgetary resources available	8
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	8
Change in obligated balance:			
Unpaid obligations:			
3020 Outlays (gross)	–200
3050 Unpaid obligations, end of year	–200
Memorandum (non-add) entries:			
3200 Obligated balance, end of year	–200
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4010 Outlays from new discretionary authority	–194	.....

4011 Outlays from discretionary balances .....	.....	–41	–69
4020 Outlays, gross (total) .....	.....	–235	–69
Mandatory:			
4090 Budget authority, gross .....	.....	.....	8
Outlays, gross:			
4100 Outlays from new mandatory authority .....	.....	194	200
4101 Outlays from mandatory balances .....	.....	41	69
4110 Outlays, gross (total) .....	.....	235	269
4180 Budget authority, net (total) .....	.....	.....	8
4190 Outlays, net (total) .....	.....	.....	200

Memorandum (non-add) entries:

5061 Limitation on obligations (Transportation Trust Funds)	–259
---	-------	------	-------

The Administration proposes to reclassify all surface transportation outlays as mandatory. This schedule reclassifies discretionary outlays from obligation limitations as mandatory outlays from mandatory contract authority for the 2014 enacted levels. This schedule also creates a new baseline of mandatory contract authority that is equal to the previous discretionary obligation limitation baseline to calculate the spending increase above the baseline subject to PAYGO.

MOTOR CARRIER SAFETY OPERATIONS AND PROGRAMS

(Adjustments for year-to-year comparability)

Program and Financing (in millions of dollars)

Identification code 69–8159–9–7–401	2013 actual	2014 est.	2015 est.
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4010 Outlays from new discretionary authority	–180	.....
4011 Outlays from discretionary balances	–60	.....
4020 Outlays, gross (total)	–240	.....
Mandatory:			
Outlays, gross:			
4100 Outlays from new mandatory authority	180	.....
4101 Outlays from mandatory balances	60	.....
4110 Outlays, gross (total)	240	.....

Memorandum (non-add) entries:

5061 Limitation on obligations (Transportation Trust Funds)	–250
---	-------	------	-------

The Administration proposes to reclassify all surface transportation outlays as mandatory. This schedule reclassifies discretionary outlays from obligation limitations as mandatory outlays from mandatory contract authority, for 2013 actual amounts, for comparability purposes.

FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION

(Legislative proposal, not subject to PAYGO)

MOTOR CARRIER SAFETY OPERATIONS AND PROGRAMS

(LIQUIDATION OF CONTRACT [AUTHORIZATION] AUTHORITY)

(LIMITATION ON OBLIGATIONS)

([HIGHWAY] TRANSPORTATION TRUST FUND)

[For] Contingent upon enactment of multi-year surface transportation authorization legislation, for payment of obligations incurred in the implementation, execution and administration of motor carrier safety operations and programs pursuant to section 31104(i) of title 49, United States Code, and sections 4127 and 4134 of Public Law 109–59, as amended by Public Law 112–141, [\$259,000,000] \$315,770,000, to be derived from the [Highway] Transportation Trust Fund [(other than the Mass Transit Account)], together with advances and reimbursements received by the Federal Motor Carrier Safety Administration, the sum of which shall remain available until expended: *Provided*, That funds available for implementation, execution or administration of motor carrier safety operations and programs authorized under title 49, United States Code, shall not exceed total obligations of [\$259,000,000] \$315,770,000 for "Motor Carrier Safety Operations and Programs" for fiscal year

MOTOR CARRIER SAFETY OPERATIONS AND PROGRAMS—Continued
【2014】 2015, of which **【\$9,000,000】 \$9,735,000**, to remain available for obligation until September 30, **【2016】 2017**, is for the research and technology program, **【and of which \$1,000,000 shall be available for commercial motor vehicle operator's grants to carry out section 4134 of Public Law 109–59,】 and of which 【\$34,545,000】 \$36,179,000**, to remain available for obligation until September 30, **【2016】 2017**, is for information management**【: Provided further, That the Federal Motor Carrier Safety Administration shall transmit to Congress a report by March 28, 2014, on the agency's ability to meet its requirement to conduct compliance reviews on mandatory carriers】. (Department of Transportation Appropriations Act, 2014.)**

MOTOR CARRIER SAFETY OPERATIONS AND PROGRAMS

(Legislative proposal, subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 69–8159–4–7–401	2013 actual	2014 est.	2015 est.
Obligations by program activity:			
0001 Operating Expenses			50
0900 Total new obligations (object class 25.2)			50
Budgetary Resources:			
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)			50
1137 Appropriations applied to liquidate contract authority			–50
Contract authority, mandatory:			
1600 Contract authority			50
1640 Contract authority, mandatory (total)			50
1900 Budget authority (total)			50
1930 Total budgetary resources available			50
Change in obligated balance:			
Unpaid obligations:			
3010 Obligations incurred, unexpired accounts			50
3020 Outlays (gross)			–38
3050 Unpaid obligations, end of year			12
Memorandum (non-add) entries:			
3200 Obligated balance, end of year			12
Budget authority and outlays, net:			
Mandatory:			
4090 Budget authority, gross			50
Outlays, gross:			
4100 Outlays from new mandatory authority			38
4180 Budget authority, net (total)			50
4190 Outlays, net (total)			38

The Administration proposes to reclassify all surface transportation outlays as mandatory. Amounts reflected in this schedule represent the spending increase above baseline that is subject to PAYGO.

ADMINISTRATIVE PROVISION—FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION

【SEC. 130. Funds appropriated or limited in this Act shall be subject to the terms and conditions stipulated in section 350 of Public Law 107–87 and section 6901 of Public Law 110–28.】 (Department of Transportation Appropriations Act, 2014.)

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

The National Highway Traffic Safety Administration (NHTSA) is responsible for motor vehicle safety, highway safety behavioral programs, motor vehicle information, and automobile fuel economy programs. NHTSA is charged with reducing traffic crashes and deaths and injuries resulting from traffic crashes; establish-

ing motor vehicle safety standards for motor vehicles and motor vehicle equipment in interstate commerce; carrying out needed safety research and development; and the operation of the National Driver Register.

Federal Funds

CONSUMER ASSISTANCE TO RECYCLE AND SAVE PROGRAM

Program and Financing (in millions of dollars)

Identification code 69–0654–0–1–376	2013 actual	2014 est.	2015 est.
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	20	20	20
1930 Total budgetary resources available	20	20	20
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	20	20	20

The schedules above illustrate the remaining activity associated with the completed Consumer Assistance to Recycle and Save (Cash for Clunkers) program. No new funds are requested for this program in 2015.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

OPERATIONS AND RESEARCH

【For expenses necessary to discharge the functions of the Secretary, with respect to traffic and highway safety authorized under chapter 301 and part C of subtitle VI of title 49, United States Code, \$134,000,000, of which \$20,000,000 shall remain available through September 30, 2015.】 (Department of Transportation Appropriations Act, 2014.)

Program and Financing (in millions of dollars)

Identification code 69–0650–0–1–401	2013 actual	2014 est.	2015 est.
Obligations by program activity:			
0001 Research and Analysis	31	31	.....
0002 Rulemaking	23	23	.....
0003 Enforcement	20	20	.....
0004 Administrative Expenses	60	60	.....
0900 Total new obligations	134	134	.....
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	3	3	5
1021 Recoveries of prior year unpaid obligations	1	1	.....
1050 Unobligated balance (total)	4	4	5
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	140	134	.....
1130 Appropriations permanently reduced	–7	.....	.....
1160 Appropriation, discretionary (total)	133	134	.....
Spending authority from offsetting collections, discretionary:			
1700 Collected	1	1	.....
1750 Spending auth from offsetting collections, disc (total)	1	1	.....
1900 Budget authority (total)	134	135	.....
1930 Total budgetary resources available	138	139	5
Memorandum (non-add) entries:			
1940 Unobligated balance expiring	–1	.....	.....
1941 Unexpired unobligated balance, end of year	3	5	5

Change in obligated balance:

Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	80	83	81
3010 Obligations incurred, unexpired accounts	134	134	.....
3020 Outlays (gross)	–126	–135	–49
3040 Recoveries of prior year unpaid obligations, unexpired	–1	–1	.....
3041 Recoveries of prior year unpaid obligations, expired	–4	.....	.....
3050 Unpaid obligations, end of year	83	81	32
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	80	83	81

3200	Obligated balance, end of year	83	81	32
Budget authority and outlays, net:				
Discretionary:				
4000	Budget authority, gross	134	135	.....
Outlays, gross:				
4010	Outlays from new discretionary authority	74	79	.....
4011	Outlays from discretionary balances	52	56	49
4020	Outlays, gross (total)	126	135	49
Offsets against gross budget authority and outlays:				
Offsetting collections (collected) from:				
4030	Federal sources	-2	-1	.....
Additional offsets against gross budget authority only:				
4052	Offsetting collections credited to expired accounts	1	.....	.....
4070	Budget authority, net (discretionary)	133	134	.....
4080	Outlays, net (discretionary)	124	134	49
4180	Budget authority, net (total)	133	134	.....
4190	Outlays, net (total)	124	134	49

Summary of Budget Authority and Outlays (in millions of dollars)

	2013 actual	2014 est.	2015 est.
Enacted/requested:			
Budget Authority	133	134	.....
Outlays	124	134	49
Amounts included in the adjusted baseline:			
Budget Authority .....	.....	.....	137
Outlays .....	.....	.....	79
Legislative proposal, subject to PAYGO:			
Budget Authority .....	.....	.....	-137
Outlays .....	.....	.....	-79
Total:			
Budget Authority	133	134	.....
Outlays	124	134	49

The Vehicle Safety programs support activities to reduce highway fatalities, prevent injuries, and reduce their associated economic toll by research into, and implementation of, Federal motor vehicle safety standards. NHTSA's research areas include biomechanics, crash avoidance and mitigation technologies, and vehicle safety issues related to fuel efficiency and alternative fuels. NHTSA's Operation and Research programs fund a broad range of initiatives, including promulgation of Federal motor vehicle safety standards for motor vehicles and safety related equipment; automotive fuel economy standards required by the Energy Policy and Conservation Act, as amended by the Energy Independence and Security Act of 2007; international harmonization of vehicle standards; and consumer information on motor vehicle safety, including the New Car Assessment Program. NHTSA conducts compliance programs for motor vehicle safety and automotive fuel economy standards; investigations of safety-related motor vehicle defects; enforcement of Federal odometer law; support of enforcement of State odometer law; and safety recalls when warranted. Motor vehicle safety research and development supports NHTSA programs through the collection and analysis of crash data to identify safety problems, development of alternative solutions, and assessments of costs, benefits, and effectiveness. Research continues on standards and technologies to improve vehicle crashworthiness and crash avoidance, with emphasis on reducing crashes through vehicle-to-vehicle communication system and active safety technologies.

No funds are requested in this account for 2015. The Administration is proposing funding for these programs within the multi-year surface transportation reauthorization. As part of that reauthorization proposal, programs currently administered from this account would be continued in an Operations and Research account that would be funded from the Highway Account of the Transportation Trust Fund.

Object Classification (in millions of dollars)

Identification code 69-0650-0-1-401	2013 actual	2014 est.	2015 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	37	38	.....
11.5 Other personnel compensation .....	.....	1	.....
11.9 Total personnel compensation	37	39	.....
12.1 Civilian personnel benefits	11	10	.....
21.0 Travel and transportation of persons .....	.....	1	.....
23.1 Rental payments to GSA	2	2	.....
23.3 Communications, utilities, and miscellaneous charges	3	3	.....
25.2 Other services from non-Federal sources	49	46	.....
25.5 Research and development contracts	31	32	.....
31.0 Equipment	1	1	.....
99.9 Total new obligations	134	134	.....

Employment Summary

Identification code 69-0650-0-1-401	2013 actual	2014 est.	2015 est.
1001 Direct civilian full-time equivalent employment	326	348	.....

OPERATIONS AND RESEARCH

(Amounts included in the adjusted baseline)

Program and Financing (in millions of dollars)

Identification code 69-0650-7-1-401	2013 actual	2014 est.	2015 est.
Budgetary Resources:			
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	-134	.....
1160 Appropriation, discretionary (total)	-134	.....
Appropriations, mandatory:			
1200 Appropriation	134	137
1260 Appropriations, mandatory (total)	134	137
1900 Budget authority (total)	137
1930 Total budgetary resources available	137
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	137
Change in obligated balance:			
Unpaid obligations:			
3020 Outlays (gross)	-79
3050 Unpaid obligations, end of year	-79
Memorandum (non-add) entries:			
3200 Obligated balance, end of year	-79
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	-134	.....
Outlays, gross:			
4010 Outlays from new discretionary authority	-78	.....
4011 Outlays from discretionary balances	-56	-49
4020 Outlays, gross (total)	-134	-49
Mandatory:			
4090 Budget authority, gross	134	137
Outlays, gross:			
4100 Outlays from new mandatory authority	78	79
4101 Outlays from mandatory balances	56	49
4110 Outlays, gross (total)	134	128
4180 Budget authority, net (total)	137
4190 Outlays, net (total)	79

The Administration proposes to reclassify all surface transportation outlays as mandatory, and to also move a number of current General Fund programs into the Transportation Trust Fund. This schedule reclassifies 2014 enacted and baseline budget authority and outlays as mandatory for comparability purposes;

OPERATIONS AND RESEARCH—Continued

and, to calculate the spending increase above the baseline subject to PAYGO.

OPERATIONS AND RESEARCH
(Adjustments for year-to-year comparability)

Program and Financing (in millions of dollars)

Identification code 69-0650-9-1-401	2013 actual	2014 est.	2015 est.
Budgetary Resources:			
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	-133		
1160 Appropriation, discretionary (total)	-133		
Appropriations, mandatory:			
1200 Appropriation	133		
1260 Appropriations, mandatory (total)	133		
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	-133		
Outlays, gross:			
4010 Outlays from new discretionary authority	-74		
4011 Outlays from discretionary balances	-52		
4020 Outlays, gross (total)	-126		
Mandatory:			
4090 Budget authority, gross	133		
Outlays, gross:			
4100 Outlays from new mandatory authority	74		
4101 Outlays from mandatory balances	52		
4110 Outlays, gross (total)	126		

The Administration proposes to reclassify all surface transportation outlays as mandatory, and to also move a number of current General Fund programs into the Transportation Trust Fund. This schedule reclassifies 2013 actual budget authority and outlays as mandatory for comparability purposes.

OPERATIONS AND RESEARCH
(Legislative proposal, subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 69-0650-4-1-401	2013 actual	2014 est.	2015 est.
Budgetary Resources:			
Budget authority:			
Appropriations, mandatory:			
1200 Appropriation			-137
1260 Appropriations, mandatory (total)			-137
1930 Total budgetary resources available			-137
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year			-137
Change in obligated balance:			
Unpaid obligations:			
3020 Outlays (gross)			79
3050 Unpaid obligations, end of year			79
Memorandum (non-add) entries:			
3200 Obligated balance, end of year			79
Budget authority and outlays, net:			
Mandatory:			
4090 Budget authority, gross			-137
Outlays, gross:			
4100 Outlays from new mandatory authority			-79
4180 Budget authority, net (total)			-137
4190 Outlays, net (total)			-79

The Administration proposes to reclassify all surface transportation outlays as mandatory, and to also move a number of current General Fund programs into the Transportation Trust Fund. The negative figures in this schedule are necessary to adjust the

mandatory budget authority downward so that the proposal properly accounts for requested program growth in the new trust fund accounts.

NATIONAL DRIVER REGISTER MODERNIZATION

Program and Financing (in millions of dollars)

Identification code 69-0660-0-1-401	2013 actual	2014 est.	2015 est.
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	1		
3020 Outlays (gross)	-1		
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	1		
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4011 Outlays from discretionary balances	1		
4190 Outlays, net (total)	1		

The schedules above illustrate the remaining activity associated with the National Driver Register Modernization. No new funds are requested for this program in 2015.

Trust Funds

OPERATIONS AND RESEARCH (TRANSPORTATION TRUST FUND)

Program and Financing (in millions of dollars)

Identification code 69-8016-0-7-401	2013 actual	2014 est.	2015 est.
Obligations by program activity:			
0001 Highway safety programs	35	45	45
0002 Research and analysis	26	34	34
0007 National driver register	5	5	5
0008 Administrative Expenses	43	40	40
0100 Total Direct Obligations	109	124	124
0799 Total direct obligations	109	124	124
0801 Reimbursable program	17	30	30
0900 Total new obligations	126	154	154
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	32	44	44
1001 Discretionary unobligated balance brought fwd, Oct 1	4	4	
1021 Recoveries of prior year unpaid obligations	4		
1050 Unobligated balance (total)	36	44	44
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)	116	124	124
1137 Appropriations applied to liquidate contract authority	-116	-124	-124
Contract authority, mandatory:			
1600 Contract authority	115	124	124
1640 Contract authority, mandatory (total)	115	124	124
Spending authority from offsetting collections, discretionary:			
1700 Collected	18	30	30
1701 Change in uncollected payments, Federal sources	1		
1750 Spending auth from offsetting collections, disc (total)	19	30	30
1900 Budget authority (total)	134	154	154
1930 Total budgetary resources available	170	198	198
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	44	44	44
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	99	93	106
3010 Obligations incurred, unexpired accounts	126	154	154
3020 Outlays (gross)	-128	-141	-89
3040 Recoveries of prior year unpaid obligations, unexpired	-4		
3050 Unpaid obligations, end of year	93	106	171
Uncollected payments:			
3060 Uncollected pymts, Fed sources, brought forward, Oct 1	-1	-2	-2

3070	Change in uncollected pymts, Fed sources, unexpired	-1		
3090	Uncollected pymts, Fed sources, end of year	-2	-2	-2
Memorandum (non-add) entries:				
3100	Obligated balance, start of year	98	91	104
3200	Obligated balance, end of year	91	104	169

Budget authority and outlays, net:				
Discretionary:				
4000	Budget authority, gross	19	30	30
Outlays, gross:				
4010	Outlays from new discretionary authority	60	89	17
4011	Outlays from discretionary balances	68	52	72
4020	Outlays, gross (total)	128	141	89
Offsets against gross budget authority and outlays:				
Offsetting collections (collected) from:				
4030	Baseline Program [Text]	-18	-30	-30
Additional offsets against gross budget authority only:				
4050	Change in uncollected pymts, Fed sources, unexpired	-1		
4080	Outlays, net (discretionary)	110	111	59
Mandatory:				
4090	Budget authority, gross	115	124	124
4180	Budget authority, net (total)	115	124	124
4190	Outlays, net (total)	110	111	59

Memorandum (non-add) entries:				
5054	Fund balance in excess of liquidating requirements, SOY: Contract authority	21	22	22
5055	Fund balance in excess of liquidating requirements, EOY: Contract authority	22	22	22
5061	Limitation on obligations (Transportation Trust Funds)	115	124	

Summary of Budget Authority and Outlays (in millions of dollars)

	2013 actual	2014 est.	2015 est.
Enacted/requested:			
Budget Authority	115	124	124
Outlays	110	111	59
Amounts included in the adjusted baseline:			
Budget Authority			3
Outlays			74
Legislative proposal, subject to PAYGO:			
Budget Authority			147
Outlays			86
Total:			
Budget Authority	115	124	274
Outlays	110	111	219

The 2015 Budget presents the National Highway Traffic Safety Administration's proposed reauthorization program and account structure, including the creation of a new Transportation Trust Fund account. The Administration proposes to fund this account from the Highway Account of the Transportation Trust Fund.

The Highway Safety Research and Development programs support research, demonstrations, technical assistance, and national leadership for highway safety programs conducted by State and local governments, and various safety associations and organizations. This program emphasizes alcohol and drug countermeasures, driver and passenger occupant protection, traffic enforcement and justice services, emergency medical and trauma care systems, traffic records and licensing, State and community evaluation, motorcycle rider safety, pedestrian and bicycle safety, pupil transportation, young and older driver safety, and development of improved accident investigation procedures.

NHTSA will continue its efforts to further quantify the magnitude and nature of the emerging problem of distracted driving, assess the impact of distraction on driver behavior and driving performance, and inform public attitudes and opinions about distraction. In addition, NHTSA will continue to analyze the impact of product design on the potential for driver distraction, and assess how to effectively manage driver workload to reduce distraction.

NHTSA will continue to operate the National Driver Register's Problem Driver Pointer System, which helps to identify drivers who have been suspended for or convicted of serious traffic of-

fenses, such as driving under the influence of alcohol or other drugs. Finally, NHTSA will improve its vital data collection and analysis which form the basis of its research, rulemaking, and performance measurement activities.

Object Classification (in millions of dollars)

Identification code 69-8016-0-7-401	2013 actual	2014 est.	2015 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	19	20	20
11.5 Other personnel compensation		1	1
11.9 Total personnel compensation	19	21	21
12.1 Civilian personnel benefits	5	5	5
21.0 Travel and transportation of persons		1	1
23.1 Rental payments to GSA	6	6	6
23.3 Communications, utilities, and miscellaneous charges	1	1	1
25.2 Other services from non-Federal sources	44	50	50
25.5 Research and development contracts	33	39	39
26.0 Supplies and materials	1	1	1
99.0 Direct obligations	109	124	124
99.0 Reimbursable obligations	17	30	30
99.9 Total new obligations	126	154	154

Employment Summary

Identification code 69-8016-0-7-401	2013 actual	2014 est.	2015 est.
1001 Direct civilian full-time equivalent employment	167	181	181
2001 Reimbursable civilian full-time equivalent employment	3	4	4

OPERATIONS AND RESEARCH (TRANSPORTATION TRUST FUND)

(Amounts included in the adjusted baseline)

Program and Financing (in millions of dollars)

Identification code 69-8016-7-7-401	2013 actual	2014 est.	2015 est.
Budgetary Resources:			
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)			3
1137 Appropriations applied to liquidate contract authority			-3
Contract authority, mandatory:			
1600 Contract authority			3
1640 Contract authority, mandatory (total)			3
1900 Budget authority (total)			3
1930 Total budgetary resources available			3
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year			3
Change in obligated balance:			
Unpaid obligations:			
3020 Outlays (gross)			-74
3050 Unpaid obligations, end of year			-74
Memorandum (non-add) entries:			
3200 Obligated balance, end of year			-74
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4010 Outlays from new discretionary authority		-72	
4011 Outlays from discretionary balances		-39	-47
4020 Outlays, gross (total)		-111	-47
Mandatory:			
4090 Budget authority, gross			3
Outlays, gross:			
4100 Outlays from new mandatory authority		72	74
4101 Outlays from mandatory balances		39	47
4110 Outlays, gross (total)		111	121
4180 Budget authority, net (total)			3
4190 Outlays, net (total)			74
Memorandum (non-add) entries:			
5061 Limitation on obligations (Transportation Trust Funds)		-124	

OPERATIONS AND RESEARCH (TRANSPORTATION TRUST FUND)—Continued

The Administration proposes to reclassify all surface transportation outlays as mandatory. This schedule reclassifies discretionary outlays from obligation limitations as mandatory outlays from mandatory contract authority for the 2014 enacted levels. This schedule also creates a new baseline of mandatory contract authority that is equal to the previous discretionary obligation limitation baseline to calculate the spending increase above the baseline subject to PAYGO.

OPERATIONS AND RESEARCH (TRANSPORTATION TRUST FUND)

(Adjustments for year-to-year comparability)

Program and Financing (in millions of dollars)

Identification code 69–8016–9–7–401	2013 actual	2014 est.	2015 est.
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4010 Outlays from new discretionary authority	–58		
4011 Outlays from discretionary balances	–54		
4020 Outlays, gross (total)	–112		
Mandatory:			
Outlays, gross:			
4100 Outlays from new mandatory authority	58		
4101 Outlays from mandatory balances	54		
4110 Outlays, gross (total)	112		
Memorandum (non-add) entries:			
5061 Limitation on obligations (Transportation Trust Funds)	–115		

The Administration proposes to reclassify all surface transportation outlays as mandatory. This schedule reclassifies discretionary outlays from obligation limitations as mandatory outlays from mandatory contract authority, for 2013 actual amounts, for comparability purposes.

OPERATIONS AND RESEARCH

(Legislative proposal, not subject to PAYGO)

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

([HIGHWAY] TRANSPORTATION TRUST FUND)

HIGHWAY SAFETY RESEARCH AND DEVELOPMENT

[For] *Contingent upon enactment of multi-year surface transportation authorization legislation, for payment of obligations incurred in carrying out the provisions of 23 U.S.C. 403, and chapter 303 of title 49, United States Code, [\$123,500,000] \$122,000,000, to be derived from the [Highway] Transportation Trust Fund [(other than the Mass Transit) (Highway Account) and to remain available until expended: Provided, That none of the funds in this Act shall be available for the planning or execution of programs the total obligations for which, in fiscal year [2014] 2015, are in excess of [\$123,500,000] \$122,000,000, of which [\$118,500,000] \$117,000,000 shall be for programs authorized under 23 U.S.C. 403 and \$5,000,000 shall be for the National Driver Register authorized under chapter 303 of title 49, United States Code: Provided further, That within the [\$118,500,000] \$122,000,000 obligation limitation for operations and research, \$20,000,000 shall remain available until September 30, [2015] 2016, and shall be in addition to the amount of any limitation imposed on obligations for future years[: Provided further, That \$5,000,000 of the total obligation limitation for operations and research in fiscal year 2014 shall be applied toward unobligated balances of contract authority provided in prior Acts for carrying out the provisions of 23 U.S.C. 403, and chapter 303 of title 49, United States Code].*

OPERATIONS AND RESEARCH

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(TRANSPORTATION TRUST FUND)

VEHICLE SAFETY

Contingent upon enactment of multi-year surface transportation authorization legislation, for payment obligations incurred to discharge the functions of the Secretary, with respect to traffic and highway safety authorized under chapter 301 and part C of subtitle VI of the title 49, United States Code, \$152,000,000, to be derived from the Transportation Trust Fund (Highway Account) and to remain available until expended: Provided, That none of the funds in this Act shall be available for planning or execution of programs the total obligations for which, in fiscal year 2015, are in excess of \$152,000,000: Provided further, That, within the \$152,000,000 obligation limitation for operation and research, \$20,000,000 shall remain available through September 30, 2016, and shall be in addition to the amount of limitation imposed on obligations for future years. (Department of Transportation Appropriations Act, 2014.)

OPERATIONS AND RESEARCH (TRANSPORTATION TRUST FUND)

(Legislative proposal, subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 69–8016–4–7–401	2013 actual	2014 est.	2015 est.
Obligations by program activity:			
0001 Highway Safety Program			–1
0002 Research and Analysis			–2
0004 Vehicle Safety Program			152
0005 Administrative Expenses			1
0100 Total Direct Obligations			150
0900 Total new obligations			150
Budgetary Resources:			
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)			150
1137 Appropriations applied to liquidate contract authority			–150
Contract authority, mandatory:			
1600 Contract authority			147
1640 Contract authority, mandatory (total)			147
1900 Budget authority (total)			147
1930 Total budgetary resources available			147
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year			–3
Change in obligated balance:			
Unpaid obligations:			
3010 Obligations incurred, unexpired accounts			150
3020 Outlays (gross)			–86
3050 Unpaid obligations, end of year			64
Memorandum (non-add) entries:			
3200 Obligated balance, end of year			64
Budget authority and outlays, net:			
Mandatory:			
4090 Budget authority, gross			147
Outlays, gross:			
4100 Outlays from new mandatory authority			85
4101 Outlays from mandatory balances			1
4110 Outlays, gross (total)			86
4180 Budget authority, net (total)			147
4190 Outlays, net (total)			86
Memorandum (non-add) entries:			
5055 Fund balance in excess of liquidating requirements, EOY:			
Contract authority			3

The Administration proposes to reclassify all surface transportation outlays as mandatory. Amounts reflected in this schedule represent the spending increase above baseline that is subject to PAYGO.

Object Classification (in millions of dollars)

Identification code 69–8016–4–7–401	2013 actual	2014 est.	2015 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent			41
11.5 Other personnel compensation			1
11.9 Total personnel compensation			42
12.1 Civilian personnel benefits			11
21.0 Travel and transportation of persons			1
23.1 Rental payments to GSA			2
23.3 Communications, utilities, and miscellaneous charges			3
25.2 Other services from non-Federal sources			54
25.5 Research and development contracts			36
31.0 Equipment			1
99.9 Total new obligations			150

Employment Summary

Identification code 69–8016–4–7–401	2013 actual	2014 est.	2015 est.
1001 Direct civilian full-time equivalent employment			369
2001 Reimbursable civilian full-time equivalent employment			

HIGHWAY TRAFFIC SAFETY GRANTS**Program and Financing** (in millions of dollars)

Identification code 69–8020–0–7–401	2013 actual	2014 est.	2015 est.
Obligations by program activity:			
0001 Section 402 formula grants	234	235	235
0006 Section 3010 High Visibility Enforcement	29	29	29
0011 Administrative Expenses - Chapter 4 of Title 23	25	26	28
0012 Section 406 Safety Belt Performance NASS Modernization (no-year limitation)	4		
0014 Section 405A Occupant Protection Grants	55	44	45
0015 Section 405B State Traffic Information System Improvements	50	39	40
0016 Section 405C Impaired Driving Countermeasures	139	143	146
0017 Section 405D Distracted Driving	11	23	24
0018 Section 405E Motorcyclist Safety	4	4	4
0019 Section 405F State Graduated Driver Licensing Laws		14	14
0020 Section 403H In-Vehicle Alcohol Detection Device Research	5	5	6
0021 Section 154/164 Penalties to 402 Program	139		
0900 Total new obligations	695	562	571

Budgetary Resources:

Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	186	189	190
1021 Recoveries of prior year unpaid obligations	5	1	1
1050 Unobligated balance (total)	191	190	191
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)	555	562	562
1137 Appropriations applied to liquidate contract authority	–555	–562	–562
Contract authority, mandatory:			
1600 Contract authority	555	562	562
1611 Contract authority transferred from other accounts [69–8083]	139		
1620 Contract authority and/or unobligated balance of contract authority permanently reduced	–1		
1640 Contract authority, mandatory (total)	693	562	562
1900 Budget authority (total)	693	562	562
1930 Total budgetary resources available	884	752	753
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	189	190	182

Change in obligated balance:

Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	713	885	724
3010 Obligations incurred, unexpired accounts	695	562	571
3020 Outlays (gross)	–518	–722	–443
3040 Recoveries of prior year unpaid obligations, unexpired	–5	–1	–1
3050 Unpaid obligations, end of year	885	724	851
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	713	885	724

3200 Obligated balance, end of year	885	724	851
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4010 Outlays from new discretionary authority	110	230	
4011 Outlays from discretionary balances	408	492	443
4020 Outlays, gross (total)	518	722	443
Mandatory:			
4090 Budget authority, gross	693	562	562
4180 Budget authority, net (total)	693	562	562
4190 Outlays, net (total)	518	722	443
Memorandum (non-add) entries:			
5052 Obligated balance, SOY: Contract authority		86	86
5053 Obligated balance, EOY: Contract authority	86	86	86
5054 Fund balance in excess of liquidating requirements, SOY: Contract authority	52		
5061 Limitation on obligations (Transportation Trust Funds)	554	562	

Summary of Budget Authority and Outlays (in millions of dollars)

	2013 actual	2014 est.	2015 est.
Enacted/requested:			
Budget Authority	693	562	562
Outlays	518	722	443
Amounts included in the adjusted baseline:			
Budget Authority			10
Outlays			235
Adjustments for year-to-year comparability:			
Budget Authority	–139		
Legislative proposal, subject to PAYGO:			
Budget Authority			5
Outlays			2
Total:			
Budget Authority	554	562	577
Outlays	518	722	680

The 2015 Budget presents the National Highway Traffic Safety Administration's proposed reauthorization program and account structure, including the creation of a new Transportation Trust Fund account. The Administration proposes to fund this account from the Highway Account of the Transportation Trust Fund.

NHTSA provides grants to States for activities related to the promotion of highway traffic safety. Contingent upon enactment of multi-year surface transportation authorization legislation, the agency would receive \$577,000,000 for these grant programs to remain available until expended. Under Section 402, the agency supports State highway safety programs, approved by the Secretary, which are designed to reduce traffic accidents and the resulting deaths, injuries and property damage. The agency will continue to implement and promote the use of performance measures and targets as a condition of approval in these programs and to ensure efficient and effective use of funds. The agency also will use dedicated funds from the program to support high visibility enforcement campaigns in the States that promote the use of seat belts and the reduction of drunk driving. Under Section 405, the agency will make grant awards to States that focus on specific national priority traffic safety areas aimed at reducing highway deaths and injuries. The agency will make grants to States that develop qualifying plans and complying laws in accordance with the statutory criteria. The focus areas under the grant program support occupant protection, state traffic safety information system improvements, impaired driving countermeasures, distracted driving, motorcyclist safety, and state graduated driving licensing programs.

Object Classification (in millions of dollars)

Identification code 69–8020–0–7–401	2013 actual	2014 est.	2015 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent	9	10	11
12.1 Civilian personnel benefits	2	3	3
23.3 Communications, utilities, and miscellaneous charges	2		

HIGHWAY TRAFFIC SAFETY GRANTS—Continued

Object Classification—Continued

Identification code 69–8020–0–7–401		2013 actual	2014 est.	2015 est.
25.2	Other services from non-Federal sources	40	42	43
41.0	Grants, subsidies, and contributions	642	507	514
99.9	Total new obligations	695	562	571

Employment Summary

Identification code 69–8020–0–7–401		2013 actual	2014 est.	2015 est.
1001	Direct civilian full-time equivalent employment	82	95	102

HIGHWAY TRAFFIC SAFETY GRANTS

(Amounts included in the adjusted baseline)

Program and Financing (in millions of dollars)

Identification code 69–8020–7–7–401		2013 actual	2014 est.	2015 est.
Budgetary Resources:				
Budget authority:				
Appropriations, discretionary:				
1101	Appropriation (special or trust fund)			10
1137	Appropriations applied to liquidate contract authority			–10
Contract authority, mandatory:				
1600	Contract authority			10
1640	Contract authority, mandatory (total)			10
1900	Budget authority (total)			10
1930	Total budgetary resources available			10
Memorandum (non-add) entries:				
1941	Unexpired unobligated balance, end of year			10
Change in obligated balance:				
Unpaid obligations:				
3020	Outlays (gross)			–235
3050	Unpaid obligations, end of year			–235
Memorandum (non-add) entries:				
3200	Obligated balance, end of year			–235
Budget authority and outlays, net:				
Discretionary:				
Outlays, gross:				
4010	Outlays from new discretionary authority		–230	
4011	Outlays from discretionary balances		–492	–443
4020	Outlays, gross (total)		–722	–443
Mandatory:				
4090	Budget authority, gross			10
Outlays, gross:				
4100	Outlays from new mandatory authority		230	235
4101	Outlays from mandatory balances		492	443
4110	Outlays, gross (total)		722	678
4180	Budget authority, net (total)			10
4190	Outlays, net (total)			235
Memorandum (non-add) entries:				
5061	Limitation on obligations (Transportation Trust Funds)		–562	

The Administration proposes to reclassify all surface transportation outlays as mandatory. This schedule reclassifies discretionary outlays from obligation limitations as mandatory outlays from mandatory contract authority for the 2014 enacted levels. This schedule also creates a new baseline of mandatory contract authority that is equal to the previous discretionary obligation

limitation baseline to calculate the spending increase above the baseline subject to PAYGO.

HIGHWAY TRAFFIC SAFETY GRANTS

(Adjustments for year-to-year comparability)

Program and Financing (in millions of dollars)

Identification code 69–8020–9–7–401		2013 actual	2014 est.	2015 est.
Budgetary Resources:				
Unobligated balance:				
1000	Unobligated balance brought forward, Oct 1		–139	–139
Budget authority:				
Contract authority, mandatory:				
1600	Contract authority	–139		
1640	Contract authority, mandatory (total)	–139		
1930	Total budgetary resources available	–139	–139	–139
Memorandum (non-add) entries:				
1941	Unexpired unobligated balance, end of year	–139	–139	–139
Budget authority and outlays, net:				
Discretionary:				
Outlays, gross:				
4010	Outlays from new discretionary authority	–110		
4011	Outlays from discretionary balances	–408		
4020	Outlays, gross (total)	–518		
Mandatory:				
4090	Budget authority, gross	–139		
Outlays, gross:				
4100	Outlays from new mandatory authority	110		
4101	Outlays from mandatory balances	408		
4110	Outlays, gross (total)	518		
4180	Budget authority, net (total)	–139		
Memorandum (non-add) entries:				
5052	Obligated balance, SOY: Contract authority		–139	–139
5053	Obligated balance, EOY: Contract authority	–139	–139	–139
5061	Limitation on obligations (Transportation Trust Funds)	–554		

The Administration proposes to reclassify all surface transportation outlays as mandatory. This schedule reclassifies discretionary outlays from obligation limitations as mandatory outlays from mandatory contract authority, for 2013 actual amounts, for comparability purposes.

HIGHWAY TRAFFIC SAFETY GRANTS

(Legislative proposal, not subject to PAYGO)

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

([HIGHWAY] TRANSPORTATION TRUST FUND)

[For] *Contingent on the enactment of multi-year surface transportation authorization legislation, for payment of obligations incurred in carrying out provisions of 23 U.S.C. 402 and 405, section 2009 of Public Law 109–59, as amended by Public Law 112–141, and section 31101(a)(6) of Public Law 112–141, to remain available until expended, **[\$561,500,000]** \$577,000,000, to be derived from the **[Highway] Transportation Trust Fund** **[other than the Mass Transit] (Highway Account):** *Provided*, That none of the funds in this Act shall be available for the planning or execution of programs the total obligations for which, in fiscal year **[2014]** 2015, are in excess of **[\$561,500,000]** \$577,000,000 for programs authorized under 23 U.S.C. 402 and 405, section 2009 of Public Law 109–59, as amended by Public Law 112–141, and section 31101(a)(6) of Public Law 112–141, of which **[\$235,000,000]** \$241,146,351 shall be for "Highway Safety Programs" under 23 U.S.C. 402; **[\$272,000,000]**, subject to section 140 of this Act; \$278,705,019 shall be for "National Priority Safety Programs" under 23 U.S.C. 405; \$29,000,000 shall be for "High Visibility Enforcement Program" under section 2009 of Public Law 109–59, as amended by Public Law 112–141; **[\$25,500,000]** \$28,148,630 shall be for "Administrative Expenses" under section 31101(a)(6) of Public Law 112–141: *Provided further*, That none of these funds shall be used for construction, rehabilitation, or remodeling costs, or for office furnishings and fixtures for State, local or private buildings or structures: *Provided further*, That not to exceed \$500,000 of the funds made available*

for "National Priority Safety Programs" under 23 U.S.C. 405 for "Impaired Driving Countermeasures" (as described in subsection (d) of that section) shall be available for technical assistance to the States: *Provided further*, That with respect to the "Transfers" provision under 23 U.S.C. 405(a)(1)(G), any amounts transferred to increase the amounts made available under section 402 shall include the obligation authority for such amounts: *Provided further*, That the Administrator shall notify the House and Senate Committees on Appropriations of any exercise of the authority granted under the previous proviso or under 23 U.S.C. 405(a)(1)(G) within 60 days. (*Department of Transportation Appropriations Act, 2014.*)

HIGHWAY TRAFFIC SAFETY GRANTS
(Legislative proposal, subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 69–8020–4–7–401	2013 actual	2014 est.	2015 est.
Obligations by program activity:			
0001 Section 402 formula grants			6
0900 Total new obligations (object class 41.0)			6
Budgetary Resources:			
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)			15
1137 Appropriations applied to liquidate contract authority			–15
Contract authority, mandatory:			
1600 Contract authority			5
1640 Contract authority, mandatory (total)			5
1900 Budget authority (total)			5
1930 Total budgetary resources available			5
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year			–1
Change in obligated balance:			
Unpaid obligations:			
3010 Obligations incurred, unexpired accounts			6
3020 Outlays (gross)			–2
3050 Unpaid obligations, end of year			4
Memorandum (non-add) entries:			
3200 Obligated balance, end of year			4
Budget authority and outlays, net:			
Mandatory:			
4090 Budget authority, gross			5
Outlays, gross:			
4100 Outlays from new mandatory authority			2
4180 Budget authority, net (total)			5
4190 Outlays, net (total)			2
Memorandum (non-add) entries:			
5053 Obligated balance, EOY: Contract authority			–10

The Administration proposes to reclassify all surface transportation outlays as mandatory. Amounts reflected in this schedule represent the spending increase above baseline that is subject to PAYGO.

ADMINISTRATIVE PROVISIONS—NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

SEC. 140. An additional \$130,000 shall be made available to the National Highway Traffic Safety Administration, out of the amount limited for section 402 of title 23, United States Code, to pay for travel and related expenses for State management reviews and to pay for core competency development training and related expenses for highway safety staff.

SEC. 141. The limitations on obligations for the *Highway Traffic Safety Grant* programs of the National Highway Traffic Safety Administration set in this Act shall not apply to obligations for which obligation authority was made available in previous public laws but only to the extent that the obligation authority has not lapsed or been used.

SEC. 142. None of the funds in this Act shall be used to implement section 404 of title 23, United States Code. (*Department of Transportation Appropriations Act, 2014.*)

FEDERAL RAILROAD ADMINISTRATION

The following tables show the funding for all Federal Railroad Administration programs:

	2013 Enacted	2014 Estimate	2015 Estimate
Budget Authority:			
Safety and Operations	169	185	185
Railroad Safety Technology Program	0	0	0
Railroad Research and Development	33	35	35
Grants to Amtrak	297	0	0
Current Passenger Rail Service (CA) (TF) (M)	0	0	2,450
Rail Service Improvement Program (CA) (TF) (M)	0	0	2,325
Rail Line Relocation	0	0	0
Intercity Passenger Rail Grant Program	0	0	0
Capital and Debt Service Grants to Amtrak (Reclassified) (M)	902	1,050	0
Operating Subsidy Grants to Amtrak (Reclassified) (M)	442	340	0
Capital Grants to Amtrak (Recovery Act)	0	0	0
Capital Assistance for High Speed Rail and Intercity Passenger Grants (Reclassified) (M)	0	0	0
Northeast Corridor Improvement Program	0	–4	0
Railroad Rehabilitation and Repair Program	0	0	0
Pennsylvania Station Redevelopment Project	0	0	0
Railroad Rehabilitation and Improvement Program (M)	33	43	0
Next Generation High Speed Rail	0	–2	0
Total Budget Authority-Discretionary	499	220	220
Total Budget Authority-Mandatory	1,377	1,427	4,775
Total Budget Authority-Net	1,876	1,647	4,995
Outlays:			
Safety and Operations	234	203	189
Railroad Safety Technology Program	6	7	12
Railroad Research and Development	37	24	42
Current Passenger Rail Service (CA) (TF) (M)	0	0	1,379
Rail Service Improvement Program (CA) (TF) (M)	0	0	443
Rail Line Relocation	11	17	17
Intercity Passenger Rail Grant Program	4	17	18
Capital and Debt Service Grants to Amtrak (Reclassified) (M)	900	1,084	0
Operating Subsidy Grants to Amtrak (Reclassified) (M)	442	340	0
Capital Assistance for High Speed Rail and Intercity Passenger Grants (Reclassified) (M)	768	1,243	2,148
Grants to Amtrak	22	201	75
Grants to Amtrak (ARRA)	0	0	0
Northeast Corridor Improvement Program	0	–3	0
Railroad Rehabilitation and Repair Program	2	3	0
Pennsylvania Station Redevelopment Project	7	11	11
Railroad Rehabilitation and Improvement Program (M)	33	43	0
Next Generation High-Speed Rail	1	1	3
Total Outlays-Discretionary	324	483	364
Total Outlays-Mandatory	2,143	2,708	3,973
Total Outlays-Net	2,467	3,191	4,337

Federal Funds

FEDERAL RAILROAD ADMINISTRATION

SAFETY AND OPERATIONS

For necessary expenses of the Federal Railroad Administration, not otherwise provided for, **[\$184,500,000]** **\$185,250,000**, of which \$12,400,000 shall remain available until expended. (*Department of Transportation Appropriations Act, 2014.*)

Program and Financing (in millions of dollars)

Identification code 69–0700–0–1–401	2013 actual	2014 est.	2015 est.
Obligations by program activity:			
0001 Safety and Operations	178	191	184
0006 Alaska railroad liabilities	1	1	1
0100 Total direct program	179	192	185
0799 Total direct obligations	179	192	185
0801 Reimbursable services		6	6

FEDERAL RAILROAD ADMINISTRATION—Continued
Program and Financing—Continued

Identification code 69-0700-0-1-401	2013 actual	2014 est.	2015 est.
0900 Total new obligations	179	198	191
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	17	11	5
1021 Recoveries of prior year unpaid obligations	3	1	1
1050 Unobligated balance (total)	20	12	6
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	178	185	185
1130 Appropriations permanently reduced	-9		
1160 Appropriation, discretionary (total)	169	185	185
Spending authority from offsetting collections, discretionary:			
1700 Collected	2	6	6
1750 Spending auth from offsetting collections, disc (total)	2	6	6
1900 Budget authority (total)	171	191	191
1930 Total budgetary resources available	191	203	197
Memorandum (non-add) entries:			
1940 Unobligated balance expiring	-1		
1941 Unexpired unobligated balance, end of year	11	5	6
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	139	89	86
3010 Obligations incurred, unexpired accounts	179	198	191
3011 Obligations incurred, expired accounts	10		
3020 Outlays (gross)	-236	-209	-195
3031 Unpaid obligations transferred from other accts [70-0560]	9	10	
3040 Recoveries of prior year unpaid obligations, unexpired	-3	-1	-1
3041 Recoveries of prior year unpaid obligations, expired	-9	-1	-1
3050 Unpaid obligations, end of year	89	86	80
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	139	89	86
3200 Obligated balance, end of year	89	86	80
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	171	191	191
Outlays, gross:			
4010 Outlays from new discretionary authority	147	143	143
4011 Outlays from discretionary balances	89	66	52
4020 Outlays, gross (total)	236	209	195
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4030 Federal sources	-2	-2	-2
4033 Non-Federal sources		-4	-4
4040 Offsets against gross budget authority and outlays (total)	-2	-6	-6
4070 Budget authority, net (discretionary)	169	185	185
4080 Outlays, net (discretionary)	234	203	189
4180 Budget authority, net (total)	169	185	185
4190 Outlays, net (total)	234	203	189

Funds requested in the Safety and Operations account support the Federal Railroad Administration's (FRA) personnel and administrative expenses, the cost of rail safety inspectors, and other program activities including contracts.

Object Classification (in millions of dollars)

Identification code 69-0700-0-1-401	2013 actual	2014 est.	2015 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	86	88	90
11.3 Other than full-time permanent	1	1	1
11.5 Other personnel compensation		2	2
11.9 Total personnel compensation	87	91	93
12.1 Civilian personnel benefits	28	29	30
21.0 Travel and transportation of persons	9	10	10
23.1 Rental payments to GSA	6	7	6
23.3 Communications, utilities, and miscellaneous charges	1	2	2
25.1 Advisory and assistance services	15	21	15
25.2 Other services from non-Federal sources	1	3	2

25.3 Other goods and services from Federal sources	10	20	15
25.4 Operation and maintenance of facilities			1
25.7 Operation and maintenance of equipment	9	6	9
31.0 Equipment	1	2	1
41.0 Grants, subsidies, and contributions	10	1	1
99.0 Direct obligations	177	192	185
99.0 Reimbursable obligations	2	6	6
99.9 Total new obligations	179	198	191

Employment Summary

Identification code 69-0700-0-1-401	2013 actual	2014 est.	2015 est.
1001 Direct civilian full-time equivalent employment	881	892	915

RAILROAD RESEARCH AND DEVELOPMENT

For necessary expenses for railroad research and development, **[\$35,250,000] \$35,100,000**, to remain available until expended. (*Department of Transportation Appropriations Act, 2014.*)

Program and Financing (in millions of dollars)

Identification code 69-0745-0-1-401	2013 actual	2014 est.	2015 est.
Obligations by program activity:			
0001 Railroad system issues	4	5	4
0002 Human factors	4	5	3
0003 Rolling stock and components	4	4	
0004 Track and structures	6	5	
0005 Track and train interaction	3	4	
0006 Train control	9	7	
0007 Grade crossings	2	2	
0008 Hazardous materials transportation	2	2	
0009 Train occupant protection	4	5	
0010 R&D facilities and test equipment	3	3	
0011 Planning		4	
0012 Track Program			12
0013 Rolling Stock Program			8
0014 Train Control and Communication			8
0100 Total direct program	41	46	35
0799 Total direct obligations	41	46	35
0801 Reimbursable program activity		4	4
0900 Total new obligations	41	50	39
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	12	9	7
1021 Recoveries of prior year unpaid obligations	5	7	
1050 Unobligated balance (total)	17	16	7
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	35	35	35
1130 Appropriations permanently reduced	-2		
1160 Appropriation, discretionary (total)	33	35	35
Spending authority from offsetting collections, discretionary:			
1700 Collected		6	6
1750 Spending auth from offsetting collections, disc (total)		6	6
1900 Budget authority (total)	33	41	41
1930 Total budgetary resources available	50	57	48
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	9	7	9
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	48	47	60
3010 Obligations incurred, unexpired accounts	41	50	39
3020 Outlays (gross)	-37	-30	-48
3040 Recoveries of prior year unpaid obligations, unexpired	-5	-7	
3050 Unpaid obligations, end of year	47	60	51
Uncollected payments:			
3060 Uncollected pymts, Fed sources, brought forward, Oct 1	-1	-1	-1
3090 Uncollected pymts, Fed sources, end of year	-1	-1	-1
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	47	46	59

3200	Obligated balance, end of year	46	59	50
Budget authority and outlays, net:				
Discretionary:				
4000	Budget authority, gross	33	41	41
Outlays, gross:				
4010	Outlays from new discretionary authority	10	13	13
4011	Outlays from discretionary balances	27	17	35
4020	Outlays, gross (total)	37	30	48
Offsets against gross budget authority and outlays:				
Offsetting collections (collected) from:				
4030	Federal sources		-6	-6
4180	Budget authority, net (total)	33	35	35
4190	Outlays, net (total)	37	24	42

Funding requested in the Railroad Research and Development Program provides science and technology support for the Federal Railroad Administration's rail safety rulemaking and enforcement efforts. It also identifies and develops emerging technologies for the rail industry to adopt voluntarily. In addition to improving safety, the program contributes significantly towards achieving the Department of Transportation's (DOT) other strategic goals, e.g., state of good repair. The program focuses on the following areas of research:

Track Program.—To reduce derailments due to track related causes.

Rolling Stock Program.—To reduce derailments due to equipment failures, to minimize the consequences of derailments, and to minimize hazardous material releases.

Train Control and Communication.—To reduce train collisions by facilitating the implementation of Positive Train Control and to reduce highway-rail grade crossing and trespass accidents.

Human Factors Program.—To reduce accidents caused by human error.

Railroad System Issues Program.—To prioritize research and development projects on the basis of relevance to safety risk reduction and other DOT goals.

Object Classification (in millions of dollars)

Identification code 69-0745-0-1-401	2013 actual	2014 est.	2015 est.	
Direct obligations:				
25.1	Advisory and assistance services	1	6	9
25.3	Other goods and services from Federal sources	4	.....	.....
25.4	Operation and maintenance of facilities	1	5	5
25.5	Research and development contracts	33	24	18
41.0	Grants, subsidies, and contributions	2	11	3
99.0	Direct obligations	41	46	35
99.0	Reimbursable obligations .....	.....	4	4
99.9	Total new obligations	41	50	39

PENNSYLVANIA STATION REDEVELOPMENT PROJECT

Program and Financing (in millions of dollars)

Identification code 69-0723-0-1-401		2013 actual	2014 est.	2015 est.
Change in obligated balance:				
Unpaid obligations:				
3000	Unpaid obligations, brought forward, Oct 1	51	44	33
3020	Outlays (gross)	-7	-11	-11
3050	Unpaid obligations, end of year	44	33	22
Memorandum (non-add) entries:				
3100	Obligated balance, start of year	51	44	33
3200	Obligated balance, end of year	44	33	22
Budget authority and outlays, net:				
Discretionary:				
Outlays, gross:				
4011	Outlays from discretionary balances	7	11	11
4190	Outlays, net (total)	7	11	11

Funds are used to redevelop the Pennsylvania Station in New York City, which involves renovating the James A. Farley Post Office building. Funding for this project was included in the Grants to the National Railroad Passenger Corporation appropriation in 1995 through 1997, and the Northeast Corridor Improvement Program in 1998. In 2000, FRA received an advance appropriation of \$20 million for 2001, 2002, and 2003. In 2001, the Congress specified that the \$20 million advance appropriation for the Farley Building be used exclusively for fire and life safety initiatives. No new funds are requested for this program in fiscal year 2015.

GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

Program and Financing (in millions of dollars)

Identification code 69-0704-0-1-401	2013 actual	2014 est.	2015 est.
Obligations by program activity:			
0005 System Eng / Program Mgmt		1	
0006 Operating Grant Sandy Recovery	30		
0007 Capital And Debt Grant Sandy Mitigation		81	
0008 FTA Transfer-Hurricane Sandy Disaster Resiliency	185		
0009 Sandy Oversight		1	
0900 Total new obligations	215	83	
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	1	83	
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	118		
1121 Appropriations transferred from other accts [69-1140]	185		
1130 Appropriations permanently reduced	-6		
1160 Appropriation, discretionary (total)	297		
1930 Total budgetary resources available	298	83	
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	83		
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1		193	75
3010 Obligations incurred, unexpired accounts	215	83	
3020 Outlays (gross)	-22	-201	-75
3050 Unpaid obligations, end of year	193	75	
Memorandum (non-add) entries:			
3100 Obligated balance, start of year		193	75
3200 Obligated balance, end of year	193	75	
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	297		
Outlays, gross:			
4010 Outlays from new discretionary authority	20		
4011 Outlays from discretionary balances	2	201	75
4020 Outlays, gross (total)	22	201	75
4180 Budget authority, net (total)	297		
4190 Outlays, net (total)	22	201	75

The National Railroad Passenger Corporation (Amtrak) was established in 1970 through the Rail Passenger Service Act. Amtrak is operated and managed as a for-profit corporation with all Board members appointed by the President, with the advice and consent of the Senate. Amtrak is not an agency or instrument of the U.S. Government, although since the railroad's creation FRA has provided it annual grants for operating and capital costs.

Prior to 2006, FRA received annual appropriations in this account for grants to Amtrak. Since that time, FRA has received individual appropriations for capital, operating, and efficiency incentive grants.

GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION—Continued

In addition, the American Recovery and Reinvestment Act of 2009 (Recovery Act) provided \$1.3 billion to Amtrak for capital grants, of which \$450 million was for improving security and \$850 million was for improving infrastructure.

In FY 2013, FRA received \$112 million in this account from the Disaster Relief Appropriations Act of FY 2013 (P.L. 113–2) to fund Amtrak's recovery from Superstorm Sandy, including \$30 million for repair work and \$81 million for disaster mitigation projects. FRA also received a \$185 million transfer from the Federal Transit Administration for the Hudson Yards disaster resiliency project in New York City.

Object Classification (in millions of dollars)

Identification code 69–0704–0–1–401	2013 actual	2014 est.	2015 est.
Direct obligations:			
25.3 Other goods and services from Federal sources		2	
41.0 Grants, subsidies, and contributions	215	81	
99.9 Total new obligations	215	83	

OPERATING GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

【To enable the Secretary of Transportation to make quarterly grants to the National Railroad Passenger Corporation, in amounts based on the Secretary's assessment of the Corporation's seasonal cash flow requirements, for the operation of intercity passenger rail, as authorized by section 101 of the Passenger Rail Investment and Improvement Act of 2008 (division B of Public Law 110–432), \$340,000,000, to remain available until expended: *Provided*, That the amounts available under this paragraph shall be available for the Secretary to approve funding to cover operating losses for the Corporation only after receiving and reviewing a grant request for each specific train route: *Provided further*, That each such grant request shall be accompanied by a detailed financial analysis, revenue projection, and capital expenditure projection justifying the Federal support to the Secretary's satisfaction: *Provided further*, That not later than 60 days after enactment of this Act, the Corporation shall transmit, in electronic format, to the Secretary and the House and Senate Committees on Appropriations the annual budget, business plan, the 5-Year Financial Plan for fiscal year 2014 required under section 204 of the Passenger Rail Investment and Improvement Act of 2008 and the comprehensive fleet plan for all Amtrak rolling stock: *Provided further*, That the budget, business plan and the 5-Year Financial Plan shall include annual information on the maintenance, refurbishment, replacement, and expansion for all Amtrak rolling stock consistent with the comprehensive fleet plan: *Provided further*, That the Corporation shall provide monthly performance reports in an electronic format which shall describe the work completed to date, any changes to the business plan, and the reasons for such changes as well as progress against the milestones and target dates of the 2012 performance improvement plan: *Provided further*, That the Corporation's budget, business plan, 5-Year Financial Plan, semiannual reports, monthly reports, comprehensive fleet plan and all supplemental reports or plans comply with requirements in Public Law 112–55: *Provided further*, That none of the funds provided in this Act may be used to support any route on which Amtrak offers a discounted fare of more than 50 percent off the normal peak fare: *Provided further*, That the preceding proviso does not apply to routes where the operating loss as a result of the discount is covered by a State and the State participates in the setting of fares.】 (*Department of Transportation Appropriations Act, 2014.*)

Program and Financing (in millions of dollars)

Identification code 69–0121–0–1–401	2013 actual	2014 est.	2015 est.
Obligations by program activity:			
0001 Operating subsidy grants	442	340	
0900 Total new obligations (object class 41.0)	442	340	

Budgetary Resources:

Budget authority:			
1100 Appropriations, discretionary:			
Appropriation	466	340	
1130 Appropriations permanently reduced	–24		
1160 Appropriation, discretionary (total)	442	340	
1930 Total budgetary resources available	442	340	

Change in obligated balance:

Unpaid obligations:			
3010 Obligations incurred, unexpired accounts	442	340	
3020 Outlays (gross)	–442	–340	

Budget authority and outlays, net:

Discretionary:			
4000 Budget authority, gross	442	340	
Outlays, gross:			
4010 Outlays from new discretionary authority	442	340	
4180 Budget authority, net (total)	442	340	
4190 Outlays, net (total)	442	340	

Summary of Budget Authority and Outlays (in millions of dollars)

	2013 actual	2014 est.	2015 est.
Enacted/requested:			
Budget Authority	442	340	
Outlays	442	340	
Amounts included in the adjusted baseline:			
Budget Authority			346
Outlays			346
Legislative proposal, subject to PAYGO:			
Budget Authority			–346
Outlays			–346
Total:			
Budget Authority	442	340	
Outlays	442	340	

No funds are requested for this account in 2015. The Administration is proposing funding for these programs within multi-year surface transportation reauthorization. As part of that reauthorization proposal, programs currently administered from this account would be continued in a new Current Passenger Rail Service account that would be funded from the Rail Account of the Transportation Trust Fund.

OPERATING SUBSIDY GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

(Amounts included in the adjusted baseline)

Program and Financing (in millions of dollars)

Identification code 69–0121–7–1–401	2013 actual	2014 est.	2015 est.
Budgetary Resources:			
Budget authority:			
1100 Appropriations, discretionary:			
Appropriation		–340	
1160 Appropriation, discretionary (total)		–340	
1200 Appropriations, mandatory:			
Appropriation		340	346
1260 Appropriations, mandatory (total)		340	346
1900 Budget authority (total)			346
1930 Total budgetary resources available			346
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year			346
Change in obligated balance:			
Unpaid obligations:			
3020 Outlays (gross)			–346
3050 Unpaid obligations, end of year			–346
3200 Memorandum (non-add) entries:			
Obligated balance, end of year			–346

Budget authority and outlays, net:

Discretionary:			
4000 Budget authority, gross		–340	
Outlays, gross:			
4010 Outlays from new discretionary authority		–340	

Mandatory:			
4090	Budget authority, gross	340	346
Outlays, gross:			
4100	Outlays from new mandatory authority	340	346
4180	Budget authority, net (total)		346
4190	Outlays, net (total)		346

The Administration proposes to reclassify all surface transportation outlays as mandatory, and to also move a number of current General Fund programs into the Rail Account of the Transportation Trust Fund. This schedule reclassifies 2014 enacted and baseline budget authority and outlays as mandatory for comparability purposes and to calculate the spending increase above the baseline subject to PAYGO.

OPERATING SUBSIDY GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

(Adjustments for year-to-year comparability)

Program and Financing (in millions of dollars)

Identification code 69-0121-9-1-401	2013 actual	2014 est.	2015 est.
Budgetary Resources:			
Budget authority:			
Appropriations, discretionary:			
1100	Appropriation	-442	
1160	Appropriation, discretionary (total)	-442	
Appropriations, mandatory:			
1200	Appropriation	442	
1260	Appropriations, mandatory (total)	442	
Budget authority and outlays, net:			
Discretionary:			
4000	Budget authority, gross	-442	
Outlays, gross:			
4010	Outlays from new discretionary authority	-442	
Mandatory:			
4090	Budget authority, gross	442	
Outlays, gross:			
4100	Outlays from new mandatory authority	442	

The Administration proposes to reclassify all surface transportation outlays as mandatory, and to also move a number of current General Fund programs into the Rail Account of the Transportation Trust Fund. This schedule reclassifies 2013 actual budget authority and outlays as mandatory for comparability purposes.

OPERATING SUBSIDY GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

(Legislative proposal, subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 69-0121-4-1-401	2013 actual	2014 est.	2015 est.
Budgetary Resources:			
Budget authority:			
Appropriations, mandatory:			
1200	Appropriation		-346
1260	Appropriations, mandatory (total)		-346
1930	Total budgetary resources available		-346
Memorandum (non-add) entries:			
1941	Unexpired unobligated balance, end of year		-346
Change in obligated balance:			
Unpaid obligations:			
3020	Outlays (gross)		346
3050	Unpaid obligations, end of year		346
Memorandum (non-add) entries:			
3200	Obligated balance, end of year		346
Budget authority and outlays, net:			
Mandatory:			
4090	Budget authority, gross		-346
Outlays, gross:			
4100	Outlays from new mandatory authority		-346

4180	Budget authority, net (total)		-346
4190	Outlays, net (total)		-346

The Administration proposes to reclassify all surface transportation outlays as mandatory, and to also move a number of current General Fund programs into the Transportation Trust Fund. The negative figures in this schedule are necessary to adjust the mandatory budget authority downward so that the proposal properly accounts for requested program growth in the new trust fund accounts.

CAPITAL AND DEBT SERVICE GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

[To enable the Secretary of Transportation to make grants to the National Railroad Passenger Corporation for capital investments as authorized by section 101(c), 102, and 219(b) of the Passenger Rail Investment and Improvement Act of 2008 (division B of Public Law 110-432), \$1,050,000,000, to remain available until expended, of which not to exceed \$199,000,000 shall be for debt service obligations as authorized by section 102 of such Act: *Provided*, That of the amounts made available under this heading, not less than \$50,000,000 shall be made available to bring Amtrak-served facilities and stations into compliance with the Americans with Disabilities Act: *Provided further*, That after an initial distribution of up to \$200,000,000, which shall be used by the Corporation as a working capital account, all remaining funds shall be provided to the Corporation only on a reimbursable basis: *Provided further*, That of the amounts made available under this heading, up to \$40,000,000 may be used by the Secretary to subsidize operating losses of the Corporation should the funds provided under the heading "Operating Grants to the National Railroad Passenger Corporation" be insufficient to meet operational costs for fiscal year 2014: *Provided further*, That the Secretary may retain up to one-half of 1 percent of the funds provided under this heading to fund the costs of project management and oversight of activities authorized by subsections 101(a) and 101(c) of division B of Public Law 110-432: *Provided further*, That the Secretary shall approve funding for capital expenditures, including advance purchase orders of materials, for the Corporation only after receiving and reviewing a grant request for each specific capital project justifying the Federal support to the Secretary's satisfaction: *Provided further*, That except as otherwise provided herein, none of the funds under this heading may be used to subsidize operating losses of the Corporation: *Provided further*, That none of the funds under this heading may be used for capital projects not approved by the Secretary of Transportation or on the Corporation's fiscal year 2014 business plan: *Provided further*, That in addition to the project management oversight funds authorized under section 101(d) of division B of Public Law 110-432, the Secretary may retain up to an additional \$5,000,000 of the funds provided under this heading to fund expenses associated with implementing section 212 of division B of Public Law 110-432, including the amendments made by section 212 to section 24905 of title 49, United States Code.] (*Department of Transportation Appropriations Act, 2014.*)

Program and Financing (in millions of dollars)

Identification code 69-0125-0-1-401	2013 actual	2014 est.	2015 est.
Obligations by program activity:			
0002	Capital & Debt Service Grants	846	1,009
0005	Grants Oversight		5
0006	Northeast Corridor Commission	9	5
0007	American Disability Act (ADA)	47	50
0799	Total direct obligations	902	1,069
0881	Early Buy Outs (EBO)	55	
0889	Reimbursable program activities, subtotal	55	
0900	Total new obligations	957	1,069
Budgetary Resources:			
Unobligated balance:			
1000	Unobligated balance brought forward, Oct 1	19	19
1001	Discretionary unobligated balance brought fwd, Oct 1	19	

CAPITAL AND DEBT SERVICE GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION—Continued
Program and Financing—Continued

Identification code 69-0125-0-1-401	2013 actual	2014 est.	2015 est.
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	952	1,050	.....
1130 Appropriations permanently reduced	-50	.....	.....
1160 Appropriation, discretionary (total)	902	1,050	.....
Spending authority from offsetting collections, mandatory:			
1800 Collected	55	.....	.....
1850 Spending auth from offsetting collections, mand (total)	55	.....	.....
1900 Budget authority (total)	957	1,050	.....
1930 Total budgetary resources available	976	1,069	.....
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	19	.....	.....
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	15	15	.....
3010 Obligations incurred, unexpired accounts	957	1,069	.....
3020 Outlays (gross)	-957	-1,084	.....
3050 Unpaid obligations, end of year	15	.....	.....
Uncollected payments:			
3060 Uncollected pymts, Fed sources, brought forward, Oct 1	-2	.....	.....
3071 Change in uncollected pymts, Fed sources, expired	2	.....	.....
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	13	15	.....
3200 Obligated balance, end of year	15	.....	.....
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	902	1,050	.....
Outlays, gross:			
4010 Outlays from new discretionary authority	893	1,050	.....
4011 Outlays from discretionary balances	7	34	.....
4020 Outlays, gross (total)	900	1,084	.....
Mandatory:			
4090 Budget authority, gross	55	.....	.....
Outlays, gross:			
4100 Outlays from new mandatory authority	55	.....	.....
4101 Outlays from mandatory balances	2	.....	.....
4110 Outlays, gross (total)	57	.....	.....
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4120 Federal sources	-57	.....	.....
Additional offsets against gross budget authority only:			
4142 Offsetting collections credited to expired accounts	2	.....	.....
4180 Budget authority, net (total)	902	1,050	.....
4190 Outlays, net (total)	900	1,084	.....

Summary of Budget Authority and Outlays (in millions of dollars)

	2013 actual	2014 est.	2015 est.
Enacted/requested:			
Budget Authority	902	1,050	.....
Outlays	900	1,084	.....
Amounts included in the adjusted baseline:			
Budget Authority .....	.....	.....	1,068
Outlays .....	.....	.....	1,068
Legislative proposal, subject to PAYGO:			
Budget Authority .....	.....	.....	-1,068
Outlays .....	.....	.....	-1,068
Total:			
Budget Authority	902	1,050	.....
Outlays	900	1,084	.....

No funds are requested in this account for 2015. The Administration is proposing funding for these programs within multi-year surface transportation reauthorization. As part of that reauthorization proposal, programs currently administered from this account would be continued in a new Current Passenger Rail Service account that would be funded from the Rail Account of the Transportation Trust Fund.

Object Classification (in millions of dollars)

Identification code 69-0125-0-1-401	2013 actual	2014 est.	2015 est.
Direct obligations:			
25.1 Advisory and assistance services	4	5	.....
41.0 Grants, subsidies, and contributions	898	1,064	.....
99.0 Direct obligations	902	1,069	.....
41.0 Allocation Account - reimbursable: Grants, subsidies, and contributions	55	.....	.....
99.9 Total new obligations	957	1,069	.....

Employment Summary

Identification code 69-0125-0-1-401	2013 actual	2014 est.	2015 est.
1001 Direct civilian full-time equivalent employment	5	.....

CAPITAL AND DEBT SERVICE GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

(Amounts included in the adjusted baseline)

Program and Financing (in millions of dollars)

Identification code 69-0125-7-1-401	2013 actual	2014 est.	2015 est.
Budgetary Resources:			
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	-1,050	.....
1160 Appropriation, discretionary (total)	-1,050	.....
Appropriations, mandatory:			
1200 Appropriation	1,050	1,068
1260 Appropriations, mandatory (total)	1,050	1,068
1900 Budget authority (total)	1,068
1930 Total budgetary resources available	1,068
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	1,068
Change in obligated balance:			
Unpaid obligations:			
3020 Outlays (gross)	-1,068
3050 Unpaid obligations, end of year	-1,068
Memorandum (non-add) entries:			
3200 Obligated balance, end of year	-1,068
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	-1,050	.....
Outlays, gross:			
4010 Outlays from new discretionary authority	-1,050	.....
4011 Outlays from discretionary balances	-34	.....
4020 Outlays, gross (total)	-1,084	.....
Mandatory:			
4090 Budget authority, gross	1,050	1,068
Outlays, gross:			
4100 Outlays from new mandatory authority	1,050	1,068
4101 Outlays from mandatory balances	34	.....
4110 Outlays, gross (total)	1,084	1,068
4180 Budget authority, net (total)	1,068
4190 Outlays, net (total)	1,068

The Administration proposes to reclassify all surface transportation outlays as mandatory, and to also move a number of current General Fund programs into the Transportation Trust Fund. This schedule reclassifies 2014 enacted and baseline budget au-

thority as mandatory for comparability purposes and to calculate the spending increase above the baseline subject to PAYGO.

CAPITAL AND DEBT SERVICE GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

(Adjustments for year-to-year comparability)

Program and Financing (in millions of dollars)

Identification code 69-0125-9-1-401	2013 actual	2014 est.	2015 est.
Budgetary Resources:			
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	-902		
1160 Appropriation, discretionary (total)	-902		
Appropriations, mandatory:			
1200 Appropriation	902		
1260 Appropriations, mandatory (total)	902		
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	-902		
Outlays, gross:			
4010 Outlays from new discretionary authority	-893		
4011 Outlays from discretionary balances	-7		
4020 Outlays, gross (total)	-900		
Mandatory:			
4090 Budget authority, gross	902		
Outlays, gross:			
4100 Outlays from new mandatory authority	893		
4101 Outlays from mandatory balances	7		
4110 Outlays, gross (total)	900		

The Administration proposes to reclassify all surface transportation outlays as mandatory, and to also move a number of current General Fund programs into the Transportation Trust Fund. This schedule reclassifies 2013 actual budget authority and outlays as mandatory for comparability purposes.

CAPITAL AND DEBT SERVICE GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

(Legislative proposal, subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 69-0125-4-1-401	2013 actual	2014 est.	2015 est.
Budgetary Resources:			
Budget authority:			
Appropriations, mandatory:			
1200 Appropriation			-1,068
1260 Appropriations, mandatory (total)			-1,068
1930 Total budgetary resources available			-1,068
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year			-1,068
Change in obligated balance:			
Unpaid obligations:			
3020 Outlays (gross)			1,068
3050 Unpaid obligations, end of year			1,068
Memorandum (non-add) entries:			
3200 Obligated balance, end of year			1,068
Budget authority and outlays, net:			
Mandatory:			
4090 Budget authority, gross			-1,068
Outlays, gross:			
4100 Outlays from new mandatory authority			-1,068
4180 Budget authority, net (total)			-1,068
4190 Outlays, net (total)			-1,068

The Administration proposes to reclassify all surface transportation outlays as mandatory, and to also move a number of current General Fund programs into the Transportation Trust Fund. The negative figures in this schedule are necessary to adjust the

mandatory budget authority downward so that the proposal properly accounts for requested program growth in the new trust fund accounts.

EMERGENCY RAILROAD REHABILITATION AND REPAIR

Program and Financing (in millions of dollars)

Identification code 69-0124-0-1-401	2013 actual	2014 est.	2015 est.
Obligations by program activity:			
0001 Emergency Railroad Rehabilitation and Repair		2	
0900 Total new obligations (object class 41.0)		2	
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	1	2	
1021 Recoveries of prior year unpaid obligations	1		
1050 Unobligated balance (total)	2	2	
1930 Total budgetary resources available	2	2	
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	2		
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	4	1	
3010 Obligations incurred, unexpired accounts		2	
3020 Outlays (gross)	-2	-3	
3040 Recoveries of prior year unpaid obligations, unexpired	-1		
3050 Unpaid obligations, end of year	1		
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	4	1	
3200 Obligated balance, end of year	1		
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4011 Outlays from discretionary balances	2	3	
4190 Outlays, net (total)	2	3	

Funding for this program was provided in a supplemental appropriation in 2008. This program provides discretionary grants to States to repair and rehabilitate Class II and Class III railroad infrastructure damaged by hurricanes, floods, and other natural disasters in areas for which the President declared a major disaster under title IV of the Robert T. Stafford Disaster Relief and Emergency Assistance Act of 1974. No new funding is requested in fiscal year 2015 for this program.

INTERCITY PASSENGER RAIL GRANT PROGRAM

Program and Financing (in millions of dollars)

Identification code 69-0715-0-1-401	2013 actual	2014 est.	2015 est.
Obligations by program activity:			
0001 Intercity passenger rail grants	3	11	6
0900 Total new obligations (object class 41.0)	3	11	6
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	20	17	6
1930 Total budgetary resources available	20	17	6
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	17	6	
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	71	70	64
3010 Obligations incurred, unexpired accounts	3	11	6
3020 Outlays (gross)	-4	-17	-18
3050 Unpaid obligations, end of year	70	64	52
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	71	70	64

INTERCITY PASSENGER RAIL GRANT PROGRAM—Continued
Program and Financing—Continued

Identification code 69-0715-0-1-401		2013 actual	2014 est.	2015 est.
3200	Obligated balance, end of year	70	64	52
Budget authority and outlays, net:				
Discretionary:				
Outlays, gross:				
4011	Outlays from discretionary balances	4	17	18
4190	Outlays, net (total)	4	17	18

This competitive grant program encourages state participation in passenger rail service. Under this program, a State or States may apply for grants for up to 50 percent of the cost of capital investments necessary to support improved intercity passenger rail service that either requires no operating subsidy or for which the State or States agree to provide any needed operating subsidy. To qualify for funding, States must include intercity passenger rail service as an integral part of statewide transportation planning as required under 23 U.S.C. 135. Additionally, the specific project must be on the Statewide Transportation Improvement Plan at the time of application.

No new funds are requested for this program in fiscal year 2015.

CAPITAL ASSISTANCE FOR HIGH SPEED RAIL CORRIDORS AND INTERCITY PASSENGER RAIL SERVICE

Program and Financing (in millions of dollars)

Identification code 69-0719-0-1-401		2013 actual	2014 est.	2015 est.
Obligations by program activity:				
0003	Capital Assistance High-Speed Rail Corridors and IPR Service Grants		76	
0004	Capital Assistance High-Speed Rail Corridors and IPR Service Oversight	9	5	4
0005	Capital Assistance High-Speed Rail Corridors and IPR Service Research and Demonstrating Technologies	8	1	
0006	Capital Assistance High-Speed Rail Corridors and IPR Service Planning Activities	8	1	
0900	Total new obligations	25	83	4
Budgetary Resources:				
Unobligated balance:				
1000	Unobligated balance brought forward, Oct 1	119	99	16
1021	Recoveries of prior year unpaid obligations	5		
1050	Unobligated balance (total)	124	99	16
1930	Total budgetary resources available	124	99	16
Memorandum (non-add) entries:				
1941	Unexpired unobligated balance, end of year	99	16	12
Change in obligated balance:				
Unpaid obligations:				
3000	Unpaid obligations, brought forward, Oct 1	9,145	8,397	7,237
3010	Obligations incurred, unexpired accounts	25	83	4
3020	Outlays (gross)	-768	-1,243	-2,148
3040	Recoveries of prior year unpaid obligations, unexpired	-5		
3050	Unpaid obligations, end of year	8,397	7,237	5,093
Memorandum (non-add) entries:				
3100	Obligated balance, start of year	9,145	8,397	7,237
3200	Obligated balance, end of year	8,397	7,237	5,093
Budget authority and outlays, net:				
Discretionary:				
Outlays, gross:				
4011	Outlays from discretionary balances	768	1,243	2,148
4190	Outlays, net (total)	768	1,243	2,148

Through this program, FRA provides capital grants to States to invest and improve intercity passenger rail service, including the development of new high-speed rail capacity. Activity in this account includes the \$8 billion provided by the American Recovery

and Reinvestment Act of 2009 and an additional \$2.1 billion provided in subsequent enacted appropriations. No funds are requested in this account for fiscal year 2015. The Administration is proposing funding for these programs within multi-year surface transportation reauthorization. As part of that reauthorization proposal, programs currently administered from this account would be continued in a new Rail Service Improvement Program account that would be funded from the Rail Account of the Transportation Trust Fund.

Object Classification (in millions of dollars)

Identification code 69-0719-0-1-401		2013 actual	2014 est.	2015 est.
Direct obligations:				
11.3	Personnel compensation: Other than full-time permanent		1	1
25.1	Advisory and assistance services	17	5	3
25.3	Other goods and services from Federal sources	2		
25.5	Research and development contracts	6	1	
41.0	Grants, subsidies, and contributions		76	
99.9	Total new obligations	25	83	4

Employment Summary

Identification code 69-0719-0-1-401		2013 actual	2014 est.	2015 est.
1001	Direct civilian full-time equivalent employment	3	6	7

CAPITAL ASSISTANCE FOR HIGH SPEED RAIL CORRIDORS AND INTERCITY PASSENGER RAIL SERVICE

(Amounts included in the adjusted baseline)

Program and Financing (in millions of dollars)

Identification code 69-0719-7-1-401		2013 actual	2014 est.	2015 est.
Budget authority and outlays, net:				
Discretionary:				
Outlays, gross:				
4011	Outlays from discretionary balances		-1,243	-2,148
Mandatory:				
Outlays, gross:				
4101	Outlays from mandatory balances		1,243	2,148

The Administration proposes to reclassify all surface transportation outlays as mandatory, and to also move a number of current General Fund programs into the Transportation Trust Fund. This schedule reclassifies 2014 outlays as mandatory for comparability purposes and to calculate the spending increase above the baseline subject to PAYGO.

CAPITAL ASSISTANCE FOR HIGH SPEED RAIL CORRIDORS AND INTERCITY PASSENGER RAIL SERVICE

(Adjustments for year-to-year comparability)

Program and Financing (in millions of dollars)

Identification code 69-0719-9-1-401		2013 actual	2014 est.	2015 est.
Budget authority and outlays, net:				
Discretionary:				
Outlays, gross:				
4011	Outlays from discretionary balances	-768		
Mandatory:				
Outlays, gross:				
4101	Outlays from mandatory balances	768		

The Administration proposes to reclassify all surface transportation outlays as mandatory, and to move a number of current General Fund programs into the Transportation Trust Fund. This schedule reclassifies 2013 actual budget authority and outlays as mandatory for comparability purposes.

NEXT GENERATION HIGH-SPEED RAIL

【(RESCISSION)】

【Of the funds made available for Next Generation High Speed Rail, as authorized by sections 1103 and 7201 of Public Law 105–178, \$1,973,000 are hereby permanently rescinded: *Provided*, That no amounts may be cancelled from amounts that were designated by the Congress as an emergency requirement pursuant to the Concurrent Resolution on the Budget or the Balanced Budget and Emergency Deficit Control Act of 1985, as amended.】 (*Department of Transportation Appropriations Act, 2014.*)

Program and Financing (in millions of dollars)

Identification code 69–0722–0–1–401	2013 actual	2014 est.	2015 est.
Obligations by program activity:			
0003 Next Generation High-Speed Rail		5	
0005 Corridor planning		2	
0900 Total new obligations		7	
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	8	9	
1021 Recoveries of prior year unpaid obligations	1		
1050 Unobligated balance (total)	9	9	
Budget authority:			
Appropriations, discretionary:			
1131 Unobligated balance of appropriations permanently reduced		–2	
1160 Appropriation, discretionary (total)		–2	
1930 Total budgetary resources available	9	7	
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	9		
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	6	4	8
3010 Obligations incurred, unexpired accounts		7	
3020 Outlays (gross)	–1	–3	–3
3040 Recoveries of prior year unpaid obligations, unexpired	–1		
3050 Unpaid obligations, end of year	4	8	5
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	6	4	8
3200 Obligated balance, end of year	4	8	5
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross		–2	
Outlays, gross:			
4011 Outlays from discretionary balances	1	3	3
4180 Budget authority, net (total)		–2	
4190 Outlays, net (total)	1	3	3

The Next Generation High-Speed Rail Program funds research, development, technology demonstration programs, and the planning and analysis required to evaluate high speed rail technology proposals. No new funds are requested for this program in fiscal year 2015.

Object Classification (in millions of dollars)

Identification code 69–0722–0–1–401	2013 actual	2014 est.	2015 est.
Direct obligations:			
25.5 Research and development contracts		1	
41.0 Grants, subsidies, and contributions		6	

99.9 Total new obligations 7

NEXT GENERATION HIGH-SPEED RAIL

(Amounts included in the adjusted baseline)

Program and Financing (in millions of dollars)

Identification code 69–0722–7–1–401	2013 actual	2014 est.	2015 est.
Budgetary Resources:			
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation		2	
1160 Appropriation, discretionary (total)		2	
Appropriations, mandatory:			
1200 Appropriation		–2	
1260 Appropriations, mandatory (total)		–2	
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross		2	
Outlays, gross:			
4011 Outlays from discretionary balances		–3	–3
Mandatory:			
4090 Budget authority, gross		–2	
Outlays, gross:			
4101 Outlays from mandatory balances		3	3

The Administration proposes to reclassify all surface transportation outlays as mandatory, and to also move a number of current General Fund programs into the Transportation Trust Fund. This schedule reclassifies 2014 enacted and baseline budget authority and outlays as mandatory for comparability purposes and to calculate the spending increase above the baseline subject to PAYGO.

NEXT GENERATION HIGH-SPEED RAIL

(Adjustments for year-to-year comparability)

Program and Financing (in millions of dollars)

Identification code 69–0722–9–1–401	2013 actual	2014 est.	2015 est.
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4011 Outlays from discretionary balances	–1		
Mandatory:			
Outlays, gross:			
4101 Outlays from mandatory balances	1		

The Administration proposes to reclassify all surface transportation outlays as mandatory, and to also move a number of current General Fund programs into the Transportation Trust Fund. This schedule reclassifies 2013 actual budget authority and outlays as mandatory for comparability purposes.

NORTHEAST CORRIDOR IMPROVEMENT PROGRAM

【(RESCISSION)】

【Of the funds made available for the Northeast Corridor Improvement Program, as authorized by Public Law 94–210, \$4,419,000 are hereby permanently rescinded: *Provided*, That no amounts may be cancelled from amounts that were designated by the Congress as an emergency requirement pursuant to the Concurrent Resolution on the Budget or the Balanced Budget and Emergency Deficit Control Act of 1985, as amended.】 (*Department of Transportation Appropriations Act, 2014.*)

Program and Financing (in millions of dollars)

Identification code 69–0123–0–1–401	2013 actual	2014 est.	2015 est.
Obligations by program activity:			
0001 Northeast Corridor Improvement Program		1	

NORTHEAST CORRIDOR IMPROVEMENT PROGRAM—Continued
Program and Financing—Continued

Identification code 69-0123-0-1-401	2013 actual	2014 est.	2015 est.
0900 Total new obligations (object class 41.0)		1	.....
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	5	5	.....
Budget authority:			
Appropriations, discretionary:			
1131 Unobligated balance of appropriations permanently reduced		-4	.....
1160 Appropriation, discretionary (total)		-4	.....
1930 Total budgetary resources available	5	1	.....
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	5		.....
Change in obligated balance:			
Unpaid obligations:			
3010 Obligations incurred, unexpired accounts		1	.....
3020 Outlays (gross)		-1	.....
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross		-4	.....
Outlays, gross:			
4011 Outlays from discretionary balances		1	.....
4180 Budget authority, net (total)		-4	.....
4190 Outlays, net (total)		1	.....

This program provided funds to continue the upgrade of passenger rail service in the corridor between Washington, District of Columbia, and Boston, Massachusetts. Since 2001, capital funding has been provided in the National Railroad Passenger Corporation (Amtrak) appropriation. No funds are requested for this account in 2015. The Administration is proposing funding for this program within multi-year surface transportation reauthorization. As part of that reauthorization proposal, programs currently administered from this account would be continued in a new Current Passenger Rail Service account that would be funded from the Rail Account of the Transportation Trust Fund.

NORTHEAST CORRIDOR IMPROVEMENT PROGRAM
(Amounts included in the adjusted baseline)

Program and Financing (in millions of dollars)

Identification code 69-0123-7-1-401	2013 actual	2014 est.	2015 est.
Budgetary Resources:			
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation		4	.....
1160 Appropriation, discretionary (total)		4	.....
Appropriations, mandatory:			
1200 Appropriation		-4	.....
1260 Appropriations, mandatory (total)		-4	.....
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross		4	.....
Outlays, gross:			
4011 Outlays from discretionary balances		-1	.....
Mandatory:			
4090 Budget authority, gross		-4	.....
Outlays, gross:			
4101 Outlays from mandatory balances		1	.....

The Administration proposes to reclassify all surface transportation outlays as mandatory, and to also move a number of current General Fund programs into the Transportation Trust Fund. This schedule reclassifies 2014 enacted and baseline budget authority and outlays as mandatory for comparability purposes and

to calculate the spending increase above the baseline subject to PAYGO.

NORTHEAST CORRIDOR IMPROVEMENT PROGRAM
(Adjustments for year-to-year comparability)

The Administration proposes to reclassify all surface transportation outlays as mandatory, and to also move a number of current General Fund programs into the Transportation Trust Fund. This schedule reclassifies 2013 actual budget authority and outlays as mandatory for comparability purposes.

RAIL LINE RELOCATION AND IMPROVEMENT PROGRAM

Program and Financing (in millions of dollars)

Identification code 69-0716-0-1-401	2013 actual	2014 est.	2015 est.
Obligations by program activity:			
0001 Rail line relocation	20	20	.....
0900 Total new obligations (object class 41.0)	20	20	.....
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	39	20	.....
1021 Recoveries of prior year unpaid obligations	1		.....
1050 Unobligated balance (total)	40	20	.....
1930 Total budgetary resources available	40	20	.....
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	20		.....
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	35	43	46
3010 Obligations incurred, unexpired accounts	20	20	.....
3020 Outlays (gross)	-11	-17	-17
3040 Recoveries of prior year unpaid obligations, unexpired	-1		.....
3050 Unpaid obligations, end of year	43	46	29
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	35	43	46
3200 Obligated balance, end of year	43	46	29
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4011 Outlays from discretionary balances	11	17	17
4190 Outlays, net (total)	11	17	17

This program provides Federal assistance to States for relocating or making necessary improvements to local rail lines. No new funds are requested for this program in fiscal year 2015.

RAILROAD SAFETY TECHNOLOGY PROGRAM

Program and Financing (in millions of dollars)

Identification code 69-0701-0-1-401	2013 actual	2014 est.	2015 est.
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	25	19	12
3020 Outlays (gross)	-6	-7	-12
3050 Unpaid obligations, end of year	19	12	.....
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	25	19	12
3200 Obligated balance, end of year	19	12	.....
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4011 Outlays from discretionary balances	6	7	12
4190 Outlays, net (total)	6	7	12

The Railroad Safety Technology Program is a competitive grant program for the deployment of train control technologies to passenger and freight rail carriers, railroad suppliers, and State and local governments. Projects may include the deployment of train control technologies, train control component technologies, processor-based technologies, electronically controlled pneumatic brakes, rail integrity inspection systems, rail integrity warning systems, switch position indicators and monitors, remote control power switch technologies, track integrity circuit technologies, and other new technologies that improve the safety of railroad systems.

FRA has given priority to projects that make technologies interoperable between railroad systems; accelerate the deployment of train control technology on high risk corridors, such as those that have high volumes of hazardous materials shipments, or over which commuter or passenger trains operate; or benefit both passenger and freight safety and efficiency.

No new funds are requested in this account for fiscal year 2015.

RAILROAD REHABILITATION AND IMPROVEMENT FINANCING PROGRAM

The Secretary of Transportation is authorized to issue direct loans and loan guarantees pursuant to sections 501 through 504 of the Railroad Revitalization and Regulatory Reform Act of 1976 (Public Law 94–210), as amended, such authority to exist as long as any such direct loan or loan guarantee is outstanding [*Provided*, That, pursuant to section 502 of such Act, as amended, no new direct loans or loan guarantee commitments shall be made using Federal funds for the credit risk premium during fiscal year 2014]. (*Department of Transportation Appropriations Act, 2014*.)

Program and Financing (in millions of dollars)

Identification code 69–0750–0–1–401	2013 actual	2014 est.	2015 est.
Obligations by program activity:			
0001 Rounding Amount		1	
Credit program obligations:			
0705 Reestimates of direct loan subsidy	12	15	
0706 Interest on reestimates of direct loan subsidy	21	28	
0791 Direct program activities, subtotal	33	43	
0900 Total new obligations (object class 43.0)	33	44	
Budgetary Resources:			
Budget authority:			
Appropriations, mandatory:			
1200 Appropriation	33	44	
1260 Appropriations, mandatory (total)	33	44	
1930 Total budgetary resources available	33	44	
Change in obligated balance:			
Unpaid obligations:			
3010 Obligations incurred, unexpired accounts	33	44	
3020 Outlays (gross)	–33	–44	
Budget authority and outlays, net:			
Mandatory:			
4090 Budget authority, gross	33	44	
Outlays, gross:			
4100 Outlays from new mandatory authority	33	44	
4180 Budget authority, net (total)	33	44	
4190 Outlays, net (total)	33	44	

Summary of Loan Levels, Subsidy Budget Authority and Outlays by Program (in millions of dollars)

Identification code 69–0750–0–1–401	2013 actual	2014 est.	2015 est.
Direct loan levels supportable by subsidy budget authority:			
115001 Railroad Rehabilitation and Improvement Financing Direct Loans		600	600
115999 Total direct loan levels		600	600

Direct loan subsidy (in percent):			
132001 Railroad Rehabilitation and Improvement Financing Direct Loans		0.00	0.00
132999 Weighted average subsidy rate		0.00	0.00
Direct loan upward reestimates:			
135001 Railroad Rehabilitation and Improvement Financing Direct Loans	33	44	
135999 Total upward reestimate budget authority	33	44	
Direct loan downward reestimates:			
137001 Railroad Rehabilitation and Improvement Financing Direct Loans	–20	–20	
137999 Total downward reestimate budget authority	–20	–20	

The Transportation Equity Act of the 21st Century of 1998 established the Railroad Rehabilitation and Improvement Financing loan and loan guarantee program. The Safe, Accountable, Flexible, Efficient Transportation Equity Act of 2005: A Legacy for Users, changed the program to allow FRA to issue direct loan and loan guarantees up to \$35,000,000,000, and it required that no less than \$7,000,000,000 be reserved for projects primarily benefiting freight railroads other than Class I carriers. The funding may be used: (1) to acquire, improve, or rehabilitate intermodal or rail equipment or facilities, including track, components of track, bridges, yards, buildings, or shops; (2) to refinance debt; or (3) to develop and establish new intermodal or railroad facilities.

RAILROAD REHABILITATION AND IMPROVEMENT DIRECT LOAN FINANCING ACCOUNT

Program and Financing (in millions of dollars)

Identification code 69–4420–0–3–401	2013 actual	2014 est.	2015 est.
Obligations by program activity:			
Credit program obligations:			
0710 Direct loan obligations		600	600
0713 Payment of interest to Treasury	35	38	38
0742 Downward reestimate paid to receipt account	19	20	
0743 Interest on downward reestimates	1		
0900 Total new obligations	55	658	638
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	5	5	1
Financing authority:			
Borrowing authority, mandatory:			
1400 Borrowing authority	15	620	600
1440 Borrowing authority, mandatory (total)	15	620	600
Spending authority from offsetting collections, mandatory:			
1800 Offsetting collections (interest on uninvested funds)	5	3	3
1800 Offsetting collections (principal-borrowers)	21	60	60
1800 Offsetting collections (upward reestimate)	33	44	
1800 Offsetting collections (interest-borrowers)	20	27	27
1800 Collected	14	10	10
1825 Spending authority from offsetting collections applied to repay debt	–53	–110	–62
1850 Spending auth from offsetting collections, mand (total)	40	34	38
1900 Financing authority (total)	55	654	638
1930 Total budgetary resources available	60	659	639
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	5	1	1
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	511	353	375
3010 Obligations incurred, unexpired accounts	55	658	638
3020 Financing disbursements (gross)	–213	–636	–636
3050 Unpaid obligations, end of year	353	375	377
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	511	353	375
3200 Obligated balance, end of year	353	375	377

RAILROAD REHABILITATION AND IMPROVEMENT DIRECT LOAN FINANCING
ACCOUNT—Continued
Program and Financing—Continued

Identification code 69-4420-0-3-401	2013 actual	2014 est.	2015 est.
Financing authority and disbursements, net:			
Mandatory:			
4090 Financing authority, gross	55	654	638
Financing disbursements:			
4110 Financing disbursements, gross	213	636	636
Offsets against gross financing authority and disbursements:			
Offsetting collections (collected) from:			
4120 Federal sources	-33	-44	.....
4122 Interest on uninvested funds	-5	-3	-3
4123 Credit Risk Premium	-14	-10	-10
4123 Principal Repayment	-21	-60	-60
4123 Interest Repayment	-20	-27	-27
4130 Offsets against gross financing auth and disbursements (total)	-93	-144	-100
4160 Financing authority, net (mandatory)	-38	510	538
4170 Financing disbursements, net (mandatory)	120	492	536
4180 Financing authority, net (total)	-38	510	538
4190 Financing disbursements, net (total)	120	492	536

Status of Direct Loans (in millions of dollars)

Identification code 69-4420-0-3-401	2013 actual	2014 est.	2015 est.
Position with respect to appropriations act limitation on obligations:			
1131 Direct loan obligations exempt from limitation .....	.....	600	600
1150 Total direct loan obligations .....	.....	600	600
Cumulative balance of direct loans outstanding:			
1210 Outstanding, start of year	710	847	1,344
1231 Disbursements: Direct loan disbursements	158	578	598
1251 Repayments: Repayments and prepayments	-21	-60	-60
1263 Write-offs for default: Direct loans .....	.....	-21	-1
1290 Outstanding, end of year	847	1,344	1,881

As required by the Federal Credit Reform Act of 1990, this non-budgetary account records all cash flows to and from the Government resulting from direct loans obligated in 1992 and beyond. The amounts in this account are a means of financing and are not included in the budget totals.

Balance Sheet (in millions of dollars)

Identification code 69-4420-0-3-401	2012 actual	2013 actual
ASSETS:		
1401 Net value of assets related to post-1991 direct loans receivable:	710	847
Direct loans receivable, gross .....	.....	.....
1999 Total assets	710	847
LIABILITIES:		
2105 Federal liabilities: Other	710	847
4999 Total liabilities and net position	710	847

Trust Funds

CURRENT PASSENGER RAIL SERVICE

(Legislative proposal, not subject to PAYGO)

(LIMITATION ON OBLIGATIONS)

(TRANSPORTATION TRUST FUND)

Contingent upon enactment of multi-year surface transportation authorization legislation, funds available for the Current Passenger Rail Service Program authorized under title 49, United States Code, shall not exceed total obligations of \$2,450,000,000, to remain available until expended: Provided, That the Secretary may retain up to one-half of one percent of the funds limited under this heading to fund program administration and oversight of the National High Performance Rail System.

CURRENT PASSENGER RAIL SERVICE

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(TRANSPORTATION TRUST FUND)

Contingent upon enactment of multi-year surface transportation authorization legislation, \$2,450,000,000, to be derived from the Rail Account of the Transportation Trust Fund and to remain available until expended, for payment of obligations incurred in carrying out the Current Passenger Rail Service Program authorized under title 49, United States Code.

CURRENT PASSENGER RAIL SERVICE

(Legislative proposal, subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 69-8320-4-7-401	2013 actual	2014 est.	2015 est.
Obligations by program activity:			
0001 Northeast Corridor	550
0002 State Corridor	225
0003 Long-Distance Routes	850
0004 National Assets, Legacy Debt, and Amtrak PTC	475
0005 Stations - ADA Compliance	350
0900 Total new obligations	2,450

Budgetary Resources:

Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund) .....	.....	.....	2,450
1137 Appropriations applied to liquidate contract authority .....	.....	.....	-2,450
Contract authority, mandatory:			
1600 Contract authority .....	.....	.....	2,450
1640 Contract authority, mandatory (total) .....	.....	.....	2,450
1900 Budget authority (total) .....	.....	.....	2,450
1930 Total budgetary resources available .....	.....	.....	2,450

Change in obligated balance:

Unpaid obligations:			
3010 Obligations incurred, unexpired accounts .....	.....	.....	2,450
3020 Outlays (gross) .....	.....	.....	-1,379
3050 Unpaid obligations, end of year .....	.....	.....	1,071
Memorandum (non-add) entries:			
3200 Obligated balance, end of year .....	.....	.....	1,071

Budget authority and outlays, net:

Mandatory:			
4090 Budget authority, gross .....	.....	.....	2,450
Outlays, gross:			
4100 Outlays from new mandatory authority .....	.....	.....	1,379
4180 Budget authority, net (total) .....	.....	.....	2,450
4190 Outlays, net (total) .....	.....	.....	1,379

The FY 2015 budget presents the Federal Railroad Administration (FRA) proposed reauthorization program account structure, including the creation of a new Current Passenger Rail Service account. The Administration proposes to fund this account from the Rail Account of the Transportation Trust Fund (TTF).

Through the Current Passenger Rail Service program, FRA will make grants to ensure passenger rail assets are maintained to provide safe reliable life-cycle service, as well as to continue operating long-distance train services. The FY 2015 budget request includes \$2.45 billion for this account, a significant portion of which will be dedicated to "Fix-it-First" activities such as clearing the backlog of state of good repair needs on the Nation's rail system. This program consists of five areas:

Northeast Corridor.—\$550 million to bring Northeast Corridor infrastructure and equipment into a state of good repair, thus enabling future growth and service improvement.

State Corridors.—\$225 million to replace obsolete equipment on State-supported corridors and to facilitate efficient transition to financial control for these corridors to States. This program area is temporary, and will be phased out by FY 2018 as these transitional activities are completed.

Long-Distance Routes.—\$850 million to continue operations of the Nation's important long-distance routes.

National Assets, Legacy Debt, and Amtrak Positive Train Control.—\$475 million to improve efficiency of the Nation's "backbone" rail facilities, make payments on Amtrak's legacy debt, and implement Positive Train Control (PTC) on Amtrak routes.

Stations—American's with Disabilities Act (ADA) Compliance.—\$350 million to bring stations into compliance with requirements of the ADA. This program area is temporary, and will be phased out by FY 2018 as these transitional activities are completed.

The Administration proposes to move a number of current General Fund programs into the Transportation Trust Fund, as part of surface transportation reauthorization. Amounts reflected in this schedule represent the new mandatory contract authority and outlays supporting these programs. PAYGO costs will be calculated as the change between these amounts and reclassified baseline amounts in the existing General Fund accounts.

Object Classification (in millions of dollars)

Identification code 69–8320–4–7–401	2013 actual	2014 est.	2015 est.
Direct obligations:			
25.1 Advisory and assistance services			12
41.0 Grants, subsidies, and contributions			2,438
99.9 Total new obligations			2,450

RAIL SERVICE IMPROVEMENT PROGRAM

(Legislative proposal, not subject to PAYGO)

(LIMITATION ON OBLIGATIONS)

(TRANSPORTATION TRUST FUND)

Contingent upon enactment of multi-year surface transportation authorization legislation, funds available for the Rail Service Improvement Program authorized under title 49, United States Code, shall not exceed total obligations of \$2,325,000,000, to remain available until expended: Provided, That the Secretary may retain up to one percent of the funds limited under this heading to fund program administration and oversight of the National High Performance Rail System.

RAIL SERVICE IMPROVEMENT PROGRAM

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(TRANSPORTATION TRUST FUND)

Contingent upon enactment of multi-year surface transportation authorization legislation, \$2,325,000,000, to be derived from the Rail Account of the Transportation Trust Fund and to remain available until expended, for payment of obligations incurred in carrying out the Rail Service Improvement Program authorized under title 49, United States Code.

RAIL SERVICE IMPROVEMENT PROGRAM

(Legislative proposal, subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 69–8310–4–7–401	2013 actual	2014 est.	2015 est.
Obligations by program activity:			
0001 Passenger Corridors			1,300
0002 Commuter Railroads - PTC Compliance			825
0003 Local Rail facilities and safety			125
0004 Planning & Workforce			75
0900 Total new obligations			2,325
Budgetary Resources:			
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)			2,325
1137 Appropriations applied to liquidate contract authority			–2,325

Contract authority, mandatory:			
1600 Contract authority			2,325
1640 Contract authority, mandatory (total)			2,325
1900 Budget authority (total)			2,325
1930 Total budgetary resources available			2,325
Change in obligated balance:			
Unpaid obligations:			
3010 Obligations incurred, unexpired accounts			2,325
3020 Outlays (gross)			–443
3050 Unpaid obligations, end of year			1,882
Memorandum (non-add) entries:			
3200 Obligated balance, end of year			1,882
Budget authority and outlays, net:			
Mandatory:			
4090 Budget authority, gross			2,325
Outlays, gross:			
4100 Outlays from new mandatory authority			443
4180 Budget authority, net (total)			2,325
4190 Outlays, net (total)			443

The 2015 Budget presents the Federal Railroad Administration (FRA) proposed reauthorization program and account structure, including the creation of a new Rail Service Improvement Program account. The Administration proposes to fund this account from the Rail Account of the Transportation Trust Fund (TTF).

Through this account, FRA will make grants to develop high-performance rail networks throughout the U.S.; to fund Positive Train Control for commuter railroads; and to support network planning and workforce development. The FY 2015 budget request includes \$2.325 billion for this account. This program consists of four areas:

Passenger Corridors.—\$1,300 million to develop high-performance rail networks through construction of new corridors, substantial improvements to existing corridors, and mitigation of passenger train congestion at critical "chokepoints."

Commuter Railroads Positive Train Control (PTC) Compliance.—\$825 million to implement PTC systems on commuter railroads. This program area is temporary, and will be phased out by FY 2018 as these transitional activities are completed.

Local Rail Facilities and Safety.—\$125 million to help mitigate the impact of rail in local communities through rail line relocation, grade crossing enhancements, and investments in short line railroad infrastructure.

Planning and Workforce.—\$75 million to develop comprehensive plans that will guide future investments in the Nation's rail system and to develop the workforce and technology necessary for advancing America's rail industry.

The Administration proposes to move a number of current General Fund Programs into the Transportation Trust Fund, as part of surface transportation reauthorization. Amounts reflected in this schedule represent the new mandatory contract authority and outlays supporting these programs. PAYGO cost will be calculated as the change between these amounts and reclassified baseline amounts in the existing General Fund accounts.

Object Classification (in millions of dollars)

Identification code 69–8310–4–7–401	2013 actual	2014 est.	2015 est.
Direct obligations:			
25.1 Advisory and assistance services			12
25.5 Research and development contracts			15
41.0 Grants, subsidies, and contributions			2,298

RAIL SERVICE IMPROVEMENT PROGRAM—Continued

Object Classification—Continued

Identification code 69-8310-4-7-401	2013 actual	2014 est.	2015 est.
99.9 Total new obligations			2,325

ADMINISTRATIVE PROVISIONS—FEDERAL RAILROAD ADMINISTRATION

SEC. 150. [Hereafter, notwithstanding] *Notwithstanding* any other provision of law, funds provided in this Act for the National Railroad Passenger Corporation shall immediately cease to be available to said Corporation in the event that the Corporation contracts to have services provided at or from any location outside the United States. For purposes of this section, the word "services" shall mean any service that was, as of July 1, 2006, performed by a full-time or part-time Amtrak employee whose base of employment is located within the United States.

SEC. 151. The Secretary of Transportation may receive and expend cash, or receive and utilize spare parts and similar items, from non-United States Government sources to repair damages to or replace United States Government owned automated track inspection cars and equipment as a result of third-party liability for such damages, and any amounts collected under this section shall be credited directly to the Safety and Operations account of the Federal Railroad Administration, and shall remain available until expended for the repair, operation and maintenance of automated track inspection cars and equipment in connection with the automated track inspection program.

[SEC. 152. Notwithstanding any other provision of law, rule or regulation, the Secretary of Transportation is authorized to allow the issuer of any preferred stock heretofore sold to the Department to redeem or repurchase such stock upon the payment to the Department of an amount to be determined by the Secretary.]

SEC. [153]152. None of the funds provided to the National Railroad Passenger Corporation may be used to fund any overtime costs in excess of \$35,000 for any individual employee: *Provided*, That the president of Amtrak may waive the cap set in the previous proviso for specific employees when the president of Amtrak determines such a cap poses a risk to the safety and operational efficiency of the system: *Provided further*, That Amtrak shall notify the House and Senate Committees on Appropriations [each quarter of the calendar year on waivers granted to employees and amounts paid above the cap for each month within such quarter and delineate the reasons each waiver was granted: *Provided further*, That Amtrak shall provide to the House and Senate Committees on Appropriations by March 17, 2014, a summary of all overtime payments incurred by the Corporation for 2013 and the two prior calendar years: *Provided further*, That such summary shall include the total number of employees that received waivers and the total overtime payments the Corporation paid to those employees receiving waivers for each month for 2013 and for the two prior calendar years] *within 30 days of waiving such cap and delineate the reasons for such waiver*.

[SEC. 154. Of the funds made available under Public Law 113-2 under the heading "Federal Railroad Administration, Grants to the National Railroad Passenger Corporation", the second proviso is amended by deleting "or any other Act".] (*Department of Transportation Appropriations Act, 2014.*)

FEDERAL TRANSIT ADMINISTRATION

The Federal Transit Administration (FTA) provides grant funding to State and local governments, public and private transit operators and other recipients to enhance public transportation across the United States. FTA programs fund the construction of new public transit systems, purchase and maintain transit vehicles and equipment, subsidize limited public transit operations, support regional transportation planning efforts, and improve technology and service methods critical to the delivery of public transportation. In 2013, FTA's programs were significantly changed by passage of a new surface transportation author-

ization law—Moving Ahead for Progress in the 21st Century (MAP-21). MAP-21 provided new authority to strengthen public transportation safety and provided a renewed focus on reinvesting in and modernizing transit assets to help bring transit systems throughout the country into a state of good repair.

FTA's budget proposal structures agency programs and accounts consistent with a reauthorization of MAP-21, with some new areas of emphasis such as capital investments for growing communities and expanded workforce development activities. The Administration proposes \$17.6 billion for FTA in 2015. This proposal includes \$13.9 billion to support FTA's base formula programs that provide assistance to transit agencies in both urban and rural areas, with an additional investment in programs improving the state of good repair of rail transit and recapitalizing bus and bus facilities. The Administration proposes \$2.5 billion in new budget authority for Capital Investment Grants, to support new fixed guideway investments (New Starts and Small Starts) as well as projects aimed at improving or restoring the core capacity of existing fixed guideway systems. In addition, the Administration proposes \$500 million for a new program to support the development of bus rapid transit services in fast growing areas.

The Administration's proposal demonstrates a strong commitment to build on the strengths of MAP-21 to improve the condition and safety of transit while enhancing economic opportunities and quality of life for all Americans. The table below presents actual funding enacted for 2013 and 2014 and the requested 2015 funding. Note that the 2015 Budget proposes renaming the Highway Trust Fund the Transportation Trust Fund. Additional detail is provided in the program budget schedules that follow.

[In millions of dollars]			
	2013 Actual	2014 Enacted	2015 Request
Budget Authority:			
Transit Formula Grants (Reclassified) (TF) ^{1/}	8,461	8,595	13,914
Capital Investment Grants (Reclassified) (TF)	1,855	1,943	2,500
Rapid Growth Area Bus Rapid Transit Corridor (TF)	0	0	500
Fixing Accelerating Surface Transportation (TF)	0	0	500
Transit Research and Training (TF)	0	0	60
Public Transportation Emergency Relief Program (TF)	0	0	25
Research, Development, Demonstration, and Deployment (Reclassified) (GF)	42	43	0
Technical Assistance and Standards Development (Reclassified) (GF)	0	5	0
Public Transportation Emergency Relief Program - Emergency Supplemental (GF) ^{2/}	10,164	0	0
Washington Metropolitan Area Transit Authority (GF)	142	150	150
Administrative Expenses (GF) ^{1/}	97	106	0
Total Budget Authority	20,761	10,842	17,649
Total Discretionary	12,300	2,247	150
Total Mandatory	8,461	8,595	17,499

Note: Totals may not add due to rounding, and amounts do not include transfers with the Federal Highway Administration. 1/ In FY 2015, the Administration proposes to fund FTA Administrative Expenses from the Transit Formula Grants account of the Transportation Trust Fund.

2/ In FY 2013, \$10.164 billion in supplemental appropriations were provided to support the recovery from Hurricane Sandy. The amount represents total funding available after sequestration, a \$6 million transfer to the DOT Office of Inspector General, and a \$185 million transfer to the Federal Railroad Administration.

Federal Funds

FEDERAL TRANSIT ADMINISTRATION

ADMINISTRATIVE EXPENSES

[For necessary administrative expenses of the Federal Transit Administration's programs authorized by chapter 53 of title 49, United States Code, \$105,933,000, of which not less than \$4,000,000 shall be available to carry out the provisions of 49 U.S.C. 5329 and not less than \$1,000,000 shall be available to carry out the provisions of 49 U.S.C. 5326: *Provided*, That none of the funds provided or limited in this Act may be used to create a permanent office of transit security under this heading: *Provided further*, That upon submission to the Congress of the fiscal year 2015

President's budget, the Secretary of Transportation shall transmit to Congress the annual report on New Starts, including proposed allocations for fiscal year 2015.] (*Department of Transportation Appropriations Act, 2014.*)

Program and Financing (in millions of dollars)

Identification code 69–1120–0–1–401	2013 actual	2014 est.	2015 est.
Obligations by program activity:			
0001 Administrative expenses	97	101	.....
0002 Transit Safety Oversight		4	.....
0003 Transit Asset Management		1	.....
0900 Total new obligations	97	106	.....
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1		1	1
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	103	106	.....
1130 Appropriations permanently reduced	–5		.....
1160 Appropriation, discretionary (total)	98	106	.....
1930 Total budgetary resources available	98	107	1
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	1	1	1
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	12	14	6
3010 Obligations incurred, unexpired accounts	97	106	.....
3011 Obligations incurred, expired accounts	1	1	2
3020 Outlays (gross)	–94	–113	–5
3041 Recoveries of prior year unpaid obligations, expired	–2	–2	–2
3050 Unpaid obligations, end of year	14	6	1
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	12	14	6
3200 Obligated balance, end of year	14	6	1
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	98	106	.....
Outlays, gross:			
4010 Outlays from new discretionary authority	85	101	.....
4011 Outlays from discretionary balances	9	12	5
4020 Outlays, gross (total)	94	113	5
4180 Budget authority, net (total)	98	106	.....
4190 Outlays, net (total)	94	113	5

Summary of Budget Authority and Outlays (in millions of dollars)

	2013 actual	2014 est.	2015 est.
Enacted/requested:			
Budget Authority	98	106	.....
Outlays	94	113	5
Amounts included in the adjusted baseline:			
Budget Authority			111
Outlays			105
Legislative proposal, subject to PAYGO:			
Budget Authority			–111
Outlays			–105
Total:			
Budget Authority	98	106	.....
Outlays	94	113	5

The Federal Transit Administration's (FTA) Administrative Expenses appropriation provides resources for salaries, benefits and administrative expenses to carry out the Agency's stewardship of Federal funds, including: technical assistance to grantees during project development and program implementation, capital project oversight and grantee compliance, staffing the Office of Safety and Oversight to develop and administer a State Safety Oversight program funded through the Transit Formula Grants account, and support for Transit Asset Management activities, which include developing objective standards to measure capital asset condition and collecting data on the asset condition of FTA's grantees. The Administration proposes funding these programs

within a multi-year surface transportation reauthorization. As part of that reauthorization proposal, FTA administrative expenses currently administered from this account would be funded from the Mass Transit Account of the Transportation Trust Fund within the Transit Formula Grants account.

Object Classification (in millions of dollars)

Identification code 69–1120–0–1–401	2013 actual	2014 est.	2015 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	52	56	.....
11.3 Other than full-time permanent	1	3	.....
11.9 Total personnel compensation	53	59	.....
12.1 Civilian personnel benefits	15	16	.....
21.0 Travel and transportation of persons	1	1	.....
23.1 Rental payments to GSA	7	7	.....
23.3 Communications, utilities, and miscellaneous charges	1	1	.....
25.2 Other services from non-Federal sources	1	1	.....
25.3 Other goods and services from Federal sources	17	19	.....
25.7 Operation and maintenance of equipment	1	2	.....
31.0 Equipment	1		.....
99.9 Total new obligations	97	106	.....

Employment Summary

Identification code 69–1120–0–1–401	2013 actual	2014 est.	2015 est.
1001 Direct civilian full-time equivalent employment	506	530	.....

ADMINISTRATIVE EXPENSES

(Amounts included in the adjusted baseline)

Program and Financing (in millions of dollars)

Identification code 69–1120–7–1–401	2013 actual	2014 est.	2015 est.
Budgetary Resources:			
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation		–106	.....
1160 Appropriation, discretionary (total)		–106	.....
Appropriations, mandatory:			
1200 Appropriation		106	111
1260 Appropriations, mandatory (total)		106	111
1900 Budget authority (total)			111
1930 Total budgetary resources available			111
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year			111
Change in obligated balance:			
Unpaid obligations:			
3020 Outlays (gross)			–105
3050 Unpaid obligations, end of year			–105
Memorandum (non-add) entries:			
3200 Obligated balance, end of year			–105
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross		–106	.....
Outlays, gross:			
4010 Outlays from new discretionary authority		–101	.....
4011 Outlays from discretionary balances		–12	–5
4020 Outlays, gross (total)		–113	–5
Mandatory:			
4090 Budget authority, gross		106	111
Outlays, gross:			
4100 Outlays from new mandatory authority		101	105
4101 Outlays from mandatory balances		12	5
4110 Outlays, gross (total)		113	110
4180 Budget authority, net (total)			111
4190 Outlays, net (total)			105

The Administration proposes to reclassify all surface transportation outlays as mandatory, and to also move a number of current General Fund programs into the Transportation Trust Fund.

ADMINISTRATIVE EXPENSES—Continued

This schedule reclassifies 2014 enacted and baseline budget authority and outlays as mandatory for comparability purposes; and, to calculate the spending increase above the baseline subject to PAYGO.

ADMINISTRATIVE EXPENSES

(Adjustments for year-to-year comparability)

Program and Financing (in millions of dollars)

Identification code 69–1120–9–1–401	2013 actual	2014 est.	2015 est.
Budgetary Resources:			
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	–98		
1160 Appropriation, discretionary (total)	–98		
Appropriations, mandatory:			
1200 Appropriation	98		
1260 Appropriations, mandatory (total)	98		
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	–98		
Outlays, gross:			
4010 Outlays from new discretionary authority	–85		
4011 Outlays from discretionary balances	–9		
4020 Outlays, gross (total)	–94		
Mandatory:			
4090 Budget authority, gross	98		
Outlays, gross:			
4100 Outlays from new mandatory authority	85		
4101 Outlays from mandatory balances	9		
4110 Outlays, gross (total)	94		

The Administration proposes to reclassify all surface transportation outlays as mandatory, and to also move a number of current General Fund programs into the Transportation Trust Fund. This schedule reclassifies 2013 actual budget authority and outlays as mandatory for comparability purposes.

ADMINISTRATIVE EXPENSES

(Legislative proposal, subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 69–1120–4–1–401	2013 actual	2014 est.	2015 est.
Budgetary Resources:			
Budget authority:			
Appropriations, mandatory:			
1200 Appropriation			–111
1260 Appropriations, mandatory (total)			–111
1900 Budget authority (total)			–111
1930 Total budgetary resources available			–111
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year			–111
Change in obligated balance:			
Unpaid obligations:			
3020 Outlays (gross)			105
3050 Unpaid obligations, end of year			105
Memorandum (non-add) entries:			
3200 Obligated balance, end of year			105
Budget authority and outlays, net:			
Mandatory:			
4090 Budget authority, gross			–111
Outlays, gross:			
4100 Outlays from new mandatory authority			–105
4180 Budget authority, net (total)			–111
4190 Outlays, net (total)			–105

The Administration proposes to reclassify all surface transportation outlays as mandatory, and to also move a number of current

General Fund programs into the Transportation Trust Fund. The negative figures in this schedule are necessary to adjust the mandatory budget authority downward so that the proposal properly accounts for requested program growth in the new trust fund accounts.

RESEARCH, TRAINING, AND HUMAN RESOURCES

Program and Financing (in millions of dollars)

Identification code 69–1121–0–1–401	2013 actual	2014 est.	2015 est.
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	1	1	1
3050 Unpaid obligations, end of year	1	1	1
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	1	1	1
3200 Obligated balance, end of year	1	1	1

Activities have not been funded in the Research, Training and Human Resources account since 2005. In FY 2014, the unobligated balance remaining in this account was permanently rescinded. Grants from the Transit Research and Training account may be used to support research and industry training projects in fiscal year 2015.

MISCELLANEOUS EXPIRED ACCOUNTS

Program and Financing (in millions of dollars)

Identification code 69–1122–0–1–401	2013 actual	2014 est.	2015 est.
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	1	1	
Budget authority:			
Appropriations, discretionary:			
1131 Unobligated balance of appropriations permanently reduced		–1	
1160 Appropriation, discretionary (total)		–1	
1930 Total budgetary resources available	1		
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	1		
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross		–1	
4180 Budget authority, net (total)		–1	

In FY 2014, the unobligated balances remaining for Miscellaneous Expired Accounts were permanently rescinded.

JOB ACCESS AND REVERSE COMMUTE GRANTS

Program and Financing (in millions of dollars)

Identification code 69–1125–0–1–401	2013 actual	2014 est.	2015 est.
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	15	16	1
1021 Recoveries of prior year unpaid obligations	1	1	
1050 Unobligated balance (total)	16	17	1
Budget authority:			
Appropriations, discretionary:			
1131 Unobligated balance of appropriations permanently reduced		–16	
1160 Appropriation, discretionary (total)		–16	
1900 Budget authority (total)		–16	
1930 Total budgetary resources available	16	1	1

Memorandum (non-add) entries:				
1941	Unexpired unobligated balance, end of year	16	1	1
Change in obligated balance:				
Unpaid obligations:				
3000	Unpaid obligations, brought forward, Oct 1	15	6	.....
3020	Outlays (gross)	-8	-5	.....
3040	Recoveries of prior year unpaid obligations, unexpired	-1	-1	.....
3050	Unpaid obligations, end of year	6	.....	.....
Memorandum (non-add) entries:				
3100	Obligated balance, start of year	15	6	.....
3200	Obligated balance, end of year	6	.....	.....
Budget authority and outlays, net:				
Discretionary:				
4000	Budget authority, gross	-16	.....	.....
Outlays, gross:				
4011	Outlays from discretionary balances	8	5	.....
4180	Budget authority, net (total)	-16	.....	.....
4190	Outlays, net (total)	8	5	.....

Activities have not been funded in the Job Access and Reverse Commute Grants account since 2005. In FY 2014, the unobligated balance remaining in this account was permanently rescinded. Urbanized Area formula grants may be used to support job access and reverse commute projects in fiscal year 2015.

JOB ACCESS AND REVERSE COMMUTE GRANTS
(Amounts included in the adjusted baseline)

Program and Financing (in millions of dollars)

Identification code 69-1125-7-1-401				
Budgetary Resources:				
Budget authority:				
Appropriations, discretionary:				
1131	Unobligated balance of appropriations permanently reduced	16	.....	.....
1160	Appropriation, discretionary (total)	16	.....	.....
Appropriations, mandatory:				
1230	Appropriations and/or unobligated balance of appropriations permanently reduced	-16	.....	.....
1260	Appropriations, mandatory (total)	-16	.....	.....
Budget authority and outlays, net:				
Discretionary:				
4000	Budget authority, gross	16	.....	.....
Outlays, gross:				
4011	Outlays from discretionary balances	-5	.....	.....
Mandatory:				
4090	Budget authority, gross	-16	.....	.....
Outlays, gross:				
4101	Outlays from mandatory balances	5	.....	.....

JOB ACCESS AND REVERSE COMMUTE GRANTS
(Adjustments for year-to-year comparability)

Program and Financing (in millions of dollars)

Identification code 69-1125-9-1-401				
Budget authority and outlays, net:				
Discretionary:				
Outlays, gross:				
4011	Outlays from discretionary balances	-8	.....	.....
Mandatory:				
Outlays, gross:				
4101	Outlays from mandatory balances	8	.....	.....

INTERSTATE TRANSFER GRANTS-TRANSIT

Program and Financing (in millions of dollars)

Identification code 69-1127-0-1-401				
Budgetary Resources:				
Unobligated balance:				
1000	Unobligated balance brought forward, Oct 1	3	3	.....
Budget authority:				
Appropriations, discretionary:				
1131	Unobligated balance of appropriations permanently reduced	-3	.....	.....
1160	Appropriation, discretionary (total)	-3	.....	.....
1930	Total budgetary resources available	3	.....	.....
Memorandum (non-add) entries:				
1941	Unexpired unobligated balance, end of year	3	.....	.....
Budget authority and outlays, net:				
Discretionary:				
4000	Budget authority, gross	-3	.....	.....
4180	Budget authority, net (total)	-3	.....	.....

This account funds transit capital projects substituted for previously withdrawn segments of the Interstate Highway System under the provisions of 23 U.S.C. 103(e)(4). In FY 2014, the unobligated balance remaining in this account was permanently rescinded.

INTERSTATE TRANSFER GRANTS-TRANSIT
(Amounts included in the adjusted baseline)

Program and Financing (in millions of dollars)

Identification code 69-1127-7-1-401				
Budgetary Resources:				
Budget authority:				
Appropriations, discretionary:				
1131	Unobligated balance of appropriations permanently reduced	3	.....	.....
1160	Appropriation, discretionary (total)	3	.....	.....
Appropriations, mandatory:				
1230	Appropriations and/or unobligated balance of appropriations permanently reduced	-3	.....	.....
1260	Appropriations, mandatory (total)	-3	.....	.....
Budget authority and outlays, net:				
Discretionary:				
4000	Budget authority, gross	3	.....	.....
Mandatory:				
4090	Budget authority, gross	-3	.....	.....

GRANTS TO THE WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

For grants to the Washington Metropolitan Area Transit Authority as authorized under section 601 of division B of Public Law 110-432, \$150,000,000, to remain available until expended: *Provided*, That the Secretary shall approve grants for capital and preventive maintenance expenditures for the Washington Metropolitan Area Transit Authority only after receiving and reviewing a request for each specific project: *Provided further*, That, prior to approving such grants, the Secretary shall determine that the Washington Metropolitan Area Transit Authority has placed the highest priority on those investments that will improve the safety of the system: *Provided further*, That the Secretary, in order to ensure safety throughout the rail system, may waive the requirements of section 601(e)(1) of title VI of Public Law 110-432 (112 Stat. 4968). (*Department of Transportation Appropriations Act, 2014.*)

Program and Financing (in millions of dollars)

Identification code 69-1128-0-1-401				
Obligations by program activity:				
0001	Washington Metropolitan Area Transit Authority	150	150	150

**GRANTS TO THE WASHINGTON METROPOLITAN AREA TRANSIT
AUTHORITY—Continued**
Program and Financing—Continued

Identification code 69–1128–0–1–401	2013 actual	2014 est.	2015 est.
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	151	143	142
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	150	150	150
1130 Appropriations permanently reduced	–8		
1131 Unobligated balance of appropriations permanently reduced		–1	
1160 Appropriation, discretionary (total)	142	149	150
1930 Total budgetary resources available	293	292	292
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	143	142	142
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	98	100	110
3010 Obligations incurred, unexpired accounts	150	150	150
3020 Outlays (gross)	–148	–140	–141
3050 Unpaid obligations, end of year	100	110	119
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	98	100	110
3200 Obligated balance, end of year	100	110	119
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	142	149	150
Outlays, gross:			
4010 Outlays from new discretionary authority		37	38
4011 Outlays from discretionary balances	148	103	103
4020 Outlays, gross (total)	148	140	141
4180 Budget authority, net (total)	142	149	150
4190 Outlays, net (total)	148	140	141

The Federal Rail Safety Improvements Act, 2008, (P.L. 110–432, Title VI, Sec. 601), provided authorization for capital and preventive maintenance projects for the Washington Metropolitan Area Transit Authority (WMATA). Funding will help WMATA address its reinvestment and maintenance backlog to improve the safety and reliability of service and to expand existing system capacity to meet growing demand. The Secretary will use his authority to approve grants under this program to ensure that available funds first address WMATA's most critical safety needs.

Object Classification (in millions of dollars)

Identification code 69–1128–0–1–401	2013 actual	2014 est.	2015 est.
Direct obligations:			
25.2 Other services from non-Federal sources			1
41.0 Grants, subsidies, and contributions	150	150	149
99.9 Total new obligations	150	150	150

FORMULA GRANTS

Program and Financing (in millions of dollars)

Identification code 69–1129–0–1–401	2013 actual	2014 est.	2015 est.
Obligations by program activity:			
0001 Urban formula – capital	12	9	6
0002 Elderly and Disabled			1
0003 Nonurban formula	2	1	1
0004 Other Programs		1	1
0799 Total direct obligations	14	11	9
0801 FEMA Reimbursable	3	1	
0809 Reimbursable program activities, subtotal	3	1	

0900 Total new obligations	17	12	9
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	86	89	16
1011 Unobligated balance transfer from other accts [69–9911]	7		
1021 Recoveries of prior year unpaid obligations	9	2	2
1050 Unobligated balance (total)	102	91	18
Budget authority:			
Appropriations, discretionary:			
1131 Unobligated balance of appropriations permanently reduced		–65	
1160 Appropriation, discretionary (total)		–65	
Spending authority from offsetting collections, discretionary:			
1700 Collected	2	2	
1701 Change in uncollected payments, Federal sources	2		
1750 Spending auth from offsetting collections, disc (total)	4	2	
1900 Budget authority (total)	4	–63	
1930 Total budgetary resources available	106	28	18
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	89	16	9

Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	430	302	176
3010 Obligations incurred, unexpired accounts	17	12	9
3020 Outlays (gross)	–136	–136	–85
3040 Recoveries of prior year unpaid obligations, unexpired	–9	–2	–2
3050 Unpaid obligations, end of year	302	176	98
Uncollected payments:			
3060 Uncollected pymts, Fed sources, brought forward, Oct 1	–14	–16	–16
3070 Change in uncollected pymts, Fed sources, unexpired	–2		
3090 Uncollected pymts, Fed sources, end of year	–16	–16	–16
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	416	286	160
3200 Obligated balance, end of year	286	160	82

Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	4	–63	
Outlays, gross:			
4011 Outlays from discretionary balances	136	136	85
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4030 Federal sources	–2	–2	
Additional offsets against gross budget authority only:			
4050 Change in uncollected pymts, Fed sources, unexpired	–2		
4070 Budget authority, net (discretionary)		–65	
4080 Outlays, net (discretionary)	134	134	85
4180 Budget authority, net (total)		–65	
4190 Outlays, net (total)	134	134	85

This schedule shows the obligation and outlay of formula grant program funding made available in fiscal years prior to 2006. In 2014, \$65 million of the unobligated balance remaining in this account was permanently rescinded. In 2015, funds requested for transit formula grant programs are included in the Transit Formula Grants account and funded exclusively by the Mass Transit Account of the Transportation Trust Fund.

Object Classification (in millions of dollars)

Identification code 69–1129–0–1–401	2013 actual	2014 est.	2015 est.
41.0 Direct obligations: Grants, subsidies, and contributions	14	11	9
99.0 Reimbursable obligations	3	1	

99.9	Total new obligations	17	12	9
------	-----------------------------	----	----	---

FORMULA GRANTS

(Amounts included in the adjusted baseline)

Program and Financing (in millions of dollars)

Identification code 69-1129-7-1-401	2013 actual	2014 est.	2015 est.
-------------------------------------	-------------	-----------	-----------

Budgetary Resources:

Budget authority:

Appropriations, discretionary:

1131	Unobligated balance of appropriations permanently reduced	65		
------	---	----	--	--

1160	Appropriation, discretionary (total)	65		
------	--	----	--	--

Appropriations, mandatory:

1230	Appropriations and/or unobligated balance of appropriations permanently reduced	-65		
------	---	-----	--	--

1260	Appropriations, mandatory (total)	-65		
------	---	-----	--	--

Budget authority and outlays, net:

Discretionary:

4000	Budget authority, gross	65		
------	-------------------------------	----	--	--

Outlays, gross:

4011	Outlays from discretionary balances	-27		-12
------	---	-----	--	-----

Mandatory:

4090	Budget authority, gross	-65		
------	-------------------------------	-----	--	--

Outlays, gross:

4101	Outlays from mandatory balances	27		12
------	---------------------------------------	----	--	----

FORMULA GRANTS

(Adjustments for year-to-year comparability)

Program and Financing (in millions of dollars)

Identification code 69-1129-9-1-401	2013 actual	2014 est.	2015 est.
-------------------------------------	-------------	-----------	-----------

Budget authority and outlays, net:

Discretionary:

Outlays, gross:

4011	Outlays from discretionary balances	-27		
------	---	-----	--	--

Mandatory:

Outlays, gross:

4101	Outlays from mandatory balances	27		
------	---------------------------------------	----	--	--

GRANTS FOR ENERGY EFFICIENCY AND GREENHOUSE GAS REDUCTIONS

Program and Financing (in millions of dollars)

Identification code 69-1131-0-1-401	2013 actual	2014 est.	2015 est.
-------------------------------------	-------------	-----------	-----------

Obligations by program activity:

0001	Energy and Greenhouse Gas Reductions	14		
------	--	----	--	--

0900	Total new obligations (object class 41.0)	14		
------	---	----	--	--

Budgetary Resources:

Unobligated balance:

1000	Unobligated balance brought forward, Oct 1	14		
------	--	----	--	--

1930	Total budgetary resources available	14		
------	---	----	--	--

Change in obligated balance:

Unpaid obligations:

3000	Unpaid obligations, brought forward, Oct 1	99	88	63
------	--	----	----	----

3010	Obligations incurred, unexpired accounts	14		
------	--	----	--	--

3020	Outlays (gross)	-25	-25	-21
------	-----------------------	-----	-----	-----

3050	Unpaid obligations, end of year	88	63	42
------	---------------------------------------	----	----	----

Memorandum (non-add) entries:

3100	Obligated balance, start of year	99	88	63
------	--	----	----	----

3200	Obligated balance, end of year	88	63	42
------	--------------------------------------	----	----	----

Budget authority and outlays, net:

Discretionary:

Outlays, gross:

4011	Outlays from discretionary balances	25	25	21
------	---	----	----	----

4190	Outlays, net (total)	25	25	21
------	----------------------------	----	----	----

Initiated within the American Recovery & Reinvestment Act (ARRA) of 2009, this program provided grants to public transit agencies for capital investments to reduce the energy consumption or greenhouse gas emissions of their public transportation operations. Activities have not been funded in this account since 2011. This schedule shows the obligations and outlays of funding made available for this program in fiscal years prior to 2012. In 2015, projects to increase energy efficiency and decrease greenhouse gas emissions can be funded with Urbanized Area Formula grants and Rural Area Formula grants.

CAPITAL INVESTMENT GRANTS

【For necessary expenses to carry out 49 U.S.C. 5309, \$1,942,938,000, to remain available until expended.】 (Department of Transportation Appropriations Act, 2014.)

Program and Financing (in millions of dollars)

Identification code 69-1134-0-1-401	2013 actual	2014 est.	2015 est.
-------------------------------------	-------------	-----------	-----------

Obligations by program activity:

0001	Capital investment grants	1,697	2,203	1,225
------	---------------------------------	-------	-------	-------

0003	Lower Manhattan recovery FTA Direct PL 107-206	1	10	10
------	--	---	----	----

0799	Total direct obligations	1,698	2,213	1,235
------	--------------------------------	-------	-------	-------

0801	FEMA Reimbursable LMRO PL 107-206	8	4	4
------	---	---	---	---

0900	Total new obligations	1,706	2,217	1,239
------	-----------------------------	-------	-------	-------

Budgetary Resources:

Unobligated balance:

1000	Unobligated balance brought forward, Oct 1	1,319	1,510	1,239
------	--	-------	-------	-------

1021	Recoveries of prior year unpaid obligations	23		
------	---	----	--	--

1050	Unobligated balance (total)	1,342	1,510	1,239
------	-----------------------------------	-------	-------	-------

Budget authority:

Appropriations, discretionary:

1100	Appropriation	1,955	1,943	
------	---------------------	-------	-------	--

1130	Appropriations permanently reduced	-100		
------	--	------	--	--

1131	Unobligated balance of appropriations permanently reduced		-11	
------	---	--	-----	--

1160	Appropriation, discretionary (total)	1,855	1,932	
------	--	-------	-------	--

1700	Spending authority from offsetting collections, discretionary: Collected	19	14	
------	--	----	----	--

1750	Spending auth from offsetting collections, disc (total)	19	14	
------	---	----	----	--

1900	Budget authority (total)	1,874	1,946	
------	--------------------------------	-------	-------	--

1930	Total budgetary resources available	3,216	3,456	1,239
------	---	-------	-------	-------

Memorandum (non-add) entries:

1941	Unexpired unobligated balance, end of year	1,510	1,239	
------	--	-------	-------	--

Change in obligated balance:

Unpaid obligations:

3000	Unpaid obligations, brought forward, Oct 1	3,900	3,451	3,280
------	--	-------	-------	-------

3010	Obligations incurred, unexpired accounts	1,706	2,217	1,239
------	--	-------	-------	-------

3020	Outlays (gross)	-2,132	-2,388	-1,833
------	-----------------------	--------	--------	--------

3040	Recoveries of prior year unpaid obligations, unexpired	-23		
------	--	-----	--	--

3050	Unpaid obligations, end of year	3,451	3,280	2,686
------	---------------------------------------	-------	-------	-------

Memorandum (non-add) entries:

3100	Obligated balance, start of year	3,900	3,451	3,280
------	--	-------	-------	-------

3200	Obligated balance, end of year	3,451	3,280	2,686
------	--------------------------------------	-------	-------	-------

Budget authority and outlays, net:

Discretionary:

4000	Budget authority, gross	1,874	1,946	
------	-------------------------------	-------	-------	--

Outlays, gross:

4010	Outlays from new discretionary authority	398	566	
------	--	-----	-----	--

4011	Outlays from discretionary balances	1,734	1,822	1,833
------	---	-------	-------	-------

4020	Outlays, gross (total)	2,132	2,388	1,833
------	------------------------------	-------	-------	-------

Offsets against gross budget authority and outlays:

Offsetting collections (collected) from:

4033	Non-Federal sources	-19	-14	
------	---------------------------	-----	-----	--

4180	Budget authority, net (total)	1,855	1,932	
------	-------------------------------------	-------	-------	--

4190	Outlays, net (total)	2,113	2,374	1,833
------	----------------------------	-------	-------	-------

CAPITAL INVESTMENT GRANTS—Continued
Summary of Budget Authority and Outlays (in millions of dollars)

	2013 actual	2014 est.	2015 est.
Enacted/requested:			
Budget Authority	1,855	1,932	.....
Outlays	2,113	2,374	1,833
Amounts included in the adjusted baseline:			
Budget Authority .....	.....	.....	1,976
Outlays .....	.....	.....	573
Legislative proposal, subject to PAYGO:			
Budget Authority .....	.....	.....	-1,976
Outlays .....	.....	.....	-573
Total:			
Budget Authority	1,855	1,932	.....
Outlays	2,113	2,374	1,833

The Federal Transit Administration's (FTA) Capital Investment Grants program is designed to increase the capacity of local transit networks and to meet ridership demands in communities across the nation. These objectives of this program are accomplished by supporting the construction of new fixed guideway systems or extensions to fixed guideways, corridor-based bus rapid transit systems, and core capacity improvement projects. These projects include heavy rail, light rail, commuter rail, bus rapid transit, ferries, and streetcar systems. FTA allocates resources to grantees through a multi-year, multi-step competitive process. Prior to funding, each project is required to obtain an acceptable rating under a set of statutorily defined criteria that examine project merit and local financial commitment. The Administration is proposing to fund the Capital Investment Grants program within a multi-year surface transportation reauthorization. As part of that reauthorization proposal, programs currently administered from this account would be funded from the Mass Transit Account of the Transportation Trust Fund.

Object Classification (in millions of dollars)

Identification code 69-1134-0-1-401	2013 actual	2014 est.	2015 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent	1	1	1
25.2 Other services from non-Federal sources	8	36	17
41.0 Grants, subsidies, and contributions	1,689	2,176	1,217
99.0 Direct obligations	1,698	2,213	1,235
99.0 Reimbursable obligations	8	4	4
99.9 Total new obligations	1,706	2,217	1,239

Employment Summary

Identification code 69-1134-0-1-401	2013 actual	2014 est.	2015 est.
1001 Direct civilian full-time equivalent employment	5	5	5

CAPITAL INVESTMENT GRANTS

(Amounts included in the adjusted baseline)

Program and Financing (in millions of dollars)

Identification code 69-1134-7-1-401	2013 actual	2014 est.	2015 est.
Budgetary Resources:			
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	-1,943	.....
1131 Unobligated balance of appropriations permanently reduced	11	.....
1160 Appropriation, discretionary (total)	-1,932	.....
Appropriations, mandatory:			
1200 Appropriation	1,943	1,976
1230 Appropriations and/or unobligated balance of appropriations permanently reduced	-11	-11
1260 Appropriations, mandatory (total)	1,932	1,965
1900 Budget authority (total)	1,965
1930 Total budgetary resources available	1,965

1941	Memorandum (non-add) entries:		
	Unexpired unobligated balance, end of year .....	.....	1,965
	Change in obligated balance:		
	Unpaid obligations:		
3020	Outlays (gross) .....	.....	-573
3050	Unpaid obligations, end of year .....	.....	-573
	Memorandum (non-add) entries:		
3200	Obligated balance, end of year .....	.....	-573
	Budget authority and outlays, net:		
	Discretionary:		
4000	Budget authority, gross	-1,932	.....
	Outlays, gross:		
4010	Outlays from new discretionary authority	-563	.....
4011	Outlays from discretionary balances	-1,408	-1,433
4020	Outlays, gross (total)	-1,971	-1,433
	Mandatory:		
4090	Budget authority, gross	1,932	1,965
	Outlays, gross:		
4100	Outlays from new mandatory authority	563	573
4101	Outlays from mandatory balances	1,408	1,433
4110	Outlays, gross (total)	1,971	2,006
4180	Budget authority, net (total) .....	.....	1,965
4190	Outlays, net (total) .....	.....	573

The Administration proposes to reclassify all surface transportation outlays as mandatory, and to also move a number of current General Fund programs into the Transportation Trust Fund. This schedule reclassifies 2014 enacted and baseline budget authority and outlays as mandatory for comparability purposes; and, to calculate the spending increase above the baseline subject to PAYGO.

CAPITAL INVESTMENT GRANTS

(Adjustments for year-to-year comparability)

Program and Financing (in millions of dollars)

Identification code 69-1134-9-1-401	2013 actual	2014 est.	2015 est.
Budgetary Resources:			
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	-1,955	.....	.....
1130 Appropriations permanently reduced	100	.....	.....
1160 Appropriation, discretionary (total)	-1,855	.....	.....
Appropriations, mandatory:			
1200 Appropriation	1,955	.....	.....
1230 Appropriations and/or unobligated balance of appropriations permanently reduced	-100	.....	.....
1260 Appropriations, mandatory (total)	1,855	.....	.....
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	-1,855	.....	.....
	Outlays, gross:		
4010 Outlays from new discretionary authority	-398	.....	.....
4011 Outlays from discretionary balances	-1,296	.....	.....
4020 Outlays, gross (total)	-1,694	.....	.....
	Mandatory:		
4090 Budget authority, gross	1,855	.....	.....
	Outlays, gross:		
4100 Outlays from new mandatory authority	398	.....	.....
4101 Outlays from mandatory balances	1,296	.....	.....
4110 Outlays, gross (total)	1,694	.....	.....

The Administration proposes to reclassify all surface transportation outlays as mandatory, and to also move a number of current General Fund programs into the Transportation Trust Fund.

This schedule reclassifies 2013 actual budget authority and outlays as mandatory for comparability purposes.

CAPITAL INVESTMENT GRANTS
(Legislative proposal, subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 69–1134–4–1–401	2013 actual	2014 est.	2015 est.
Budgetary Resources:			
Budget authority:			
Appropriations, mandatory:			
1200 Appropriation			–1,976
1260 Appropriations, mandatory (total)			–1,976
1900 Budget authority (total)			–1,976
1930 Total budgetary resources available			–1,976
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year			–1,976
Change in obligated balance:			
Unpaid obligations:			
3020 Outlays (gross)			573
3050 Unpaid obligations, end of year			573
Memorandum (non-add) entries:			
3200 Obligated balance, end of year			573
Budget authority and outlays, net:			
Mandatory:			
4090 Budget authority, gross			–1,976
Outlays, gross:			
4100 Outlays from new mandatory authority			–573
4180 Budget authority, net (total)			–1,976
4190 Outlays, net (total)			–573

The Administration proposes to reclassify all surface transportation outlays as mandatory, and to also move a number of current General Fund programs into the Transportation Trust Fund. The negative figures in this schedule are necessary to adjust the mandatory budget authority downward so that the proposal properly accounts for requested program growth in the new trust fund accounts.

RESEARCH AND UNIVERSITY RESEARCH CENTERS

Program and Financing (in millions of dollars)

Identification code 69–1137–0–1–401	2013 actual	2014 est.	2015 est.
Obligations by program activity:			
0001 Research and University Research Centers	26	49	45
0801 Reimbursable program	4	6	6
0900 Total new obligations	30	55	51
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	106	125	118
1021 Recoveries of prior year unpaid obligations	6	5	
1050 Unobligated balance (total)	112	130	118
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	44	43	
1130 Appropriations permanently reduced	–2		
1160 Appropriation, discretionary (total)	42	43	
Spending authority from offsetting collections, discretionary:			
1700 Collected	2		
1701 Change in uncollected payments, Federal sources	–1		
1750 Spending auth from offsetting collections, disc (total)	1		
1900 Budget authority (total)	43	43	
1930 Total budgetary resources available	155	173	118
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	125	118	67
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	92	68	65

3010	Obligations incurred, unexpired accounts	30	55	51
3020	Outlays (gross)	–48	–53	–52
3040	Recoveries of prior year unpaid obligations, unexpired	–6	–5	
3050	Unpaid obligations, end of year	68	65	64
	Uncollected payments:			
3060	Uncollected pymts, Fed sources, brought forward, Oct 1	–44	–43	–43
3070	Change in uncollected pymts, Fed sources, unexpired	1		
3090	Uncollected pymts, Fed sources, end of year	–43	–43	–43
	Memorandum (non-add) entries:			
3100	Obligated balance, start of year	48	25	22
3200	Obligated balance, end of year	25	22	21
Budget authority and outlays, net:				
Discretionary:				
4000	Budget authority, gross	43	43	
	Outlays, gross:			
4010	Outlays from new discretionary authority		9	
4011	Outlays from discretionary balances	48	44	52
4020	Outlays, gross (total)	48	53	52
	Offsets against gross budget authority and outlays:			
	Offsetting collections (collected) from:			
4030	Federal sources	–2		
	Additional offsets against gross budget authority only:			
4050	Change in uncollected pymts, Fed sources, unexpired	1		
4070	Budget authority, net (discretionary)	42	43	
4080	Outlays, net (discretionary)	46	53	52
4180	Budget authority, net (total)	42	43	
4190	Outlays, net (total)	46	53	52

Summary of Budget Authority and Outlays (in millions of dollars)

	2013 actual	2014 est.	2015 est.
Enacted/requested:			
Budget Authority	42	43	
Outlays	46	53	52
Amounts included in the adjusted baseline:			
Budget Authority			44
Outlays			9
Legislative proposal, subject to PAYGO:			
Budget Authority			–44
Outlays			–9
Total:			
Budget Authority	42	43	
Outlays	46	53	52

The Federal Transit Administration research programs include discretionary grant support for the National Research Program, Transit Cooperative Research, the National Transit Institute, and University Transportation Centers' research. No funds are requested in this account for FY 2015. The Administration is proposing funding these programs within multi-year surface transportation reauthorization. As part of that reauthorization proposal, programs currently administered from this account would be continued in a new Transit Research and Training account that would be funded from the Mass Transit Account of the Transportation Trust Fund.

Object Classification (in millions of dollars)

Identification code 69–1137–0–1–401	2013 actual	2014 est.	2015 est.
Direct obligations:			
25.2 Other services from non-Federal sources	6	15	11
41.0 Grants, subsidies, and contributions	20	34	34
99.0 Direct obligations	26	49	45
99.0 Reimbursable obligations	4	6	6

RESEARCH AND UNIVERSITY RESEARCH CENTERS—Continued

Object Classification—Continued

Identification code 69–1137–0–1–401	2013 actual	2014 est.	2015 est.
99.9 Total new obligations	30	55	51

RESEARCH AND UNIVERSITY RESEARCH CENTERS

(Amounts included in the adjusted baseline)

Program and Financing (in millions of dollars)

Identification code 69–1137–7–1–401	2013 actual	2014 est.	2015 est.
-------------------------------------	-------------	-----------	-----------

Budgetary Resources:

Budget authority:			
Appropriations, discretionary:			
1100 Appropriation		–43	
1160 Appropriation, discretionary (total)		–43	
Appropriations, mandatory:			
1200 Appropriation		43	44
1260 Appropriations, mandatory (total)		43	44
1900 Budget authority (total)			44
1930 Total budgetary resources available			44
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year			44

Change in obligated balance:

Unpaid obligations:			
3020 Outlays (gross)			–9
3050 Unpaid obligations, end of year			–9
Memorandum (non-add) entries:			
3200 Obligated balance, end of year			–9

Budget authority and outlays, net:

Discretionary:			
4000 Budget authority, gross		–43	
Outlays, gross:			
4010 Outlays from new discretionary authority		–9	
4011 Outlays from discretionary balances		–44	–52
4020 Outlays, gross (total)		–53	–52
Mandatory:			
4090 Budget authority, gross		43	44
Outlays, gross:			
4100 Outlays from new mandatory authority		9	9
4101 Outlays from mandatory balances		44	52
4110 Outlays, gross (total)		53	61
4180 Budget authority, net (total)			44
4190 Outlays, net (total)			9

The Administration proposes to reclassify all surface transportation outlays as mandatory, and to also move a number of current General Fund programs into the Transportation Trust Fund. This schedule reclassifies 2014 enacted and baseline budget authority and outlays as mandatory for comparability purposes; and, to calculate the spending increase above the baseline subject to PAYGO.

RESEARCH AND UNIVERSITY RESEARCH CENTERS

(Adjustments for year-to-year comparability)

Program and Financing (in millions of dollars)

Identification code 69–1137–9–1–401	2013 actual	2014 est.	2015 est.
-------------------------------------	-------------	-----------	-----------

Budgetary Resources:

Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	–42		
1160 Appropriation, discretionary (total)	–42		
Appropriations, mandatory:			
1200 Appropriation	42		
1260 Appropriations, mandatory (total)	42		

Budget authority and outlays, net:

Discretionary:			
4000 Budget authority, gross	–42		
Outlays, gross:			
4011 Outlays from discretionary balances	–48		
Mandatory:			
4090 Budget authority, gross	42		
Outlays, gross:			
4101 Outlays from mandatory balances	48		

The Administration proposes to reclassify all surface transportation outlays as mandatory, and to also move a number of current General Fund programs into the Transportation Trust Fund. This schedule reclassifies 2013 actual budget authority and outlays as mandatory for comparability purposes.

RESEARCH AND UNIVERSITY RESEARCH CENTERS

(Legislative proposal, subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 69–1137–4–1–401	2013 actual	2014 est.	2015 est.
-------------------------------------	-------------	-----------	-----------

Budgetary Resources:

Budget authority:			
Appropriations, mandatory:			
1200 Appropriation			–44
1260 Appropriations, mandatory (total)			–44
1930 Total budgetary resources available			–44
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year			–44

Change in obligated balance:

Unpaid obligations:			
3020 Outlays (gross)			9
3050 Unpaid obligations, end of year			9
Memorandum (non-add) entries:			
3200 Obligated balance, end of year			9

Budget authority and outlays, net:

Mandatory:			
4090 Budget authority, gross			–44
Outlays, gross:			
4100 Outlays from new mandatory authority			–9
4180 Budget authority, net (total)			–44
4190 Outlays, net (total)			–9

The Administration proposes to reclassify all surface transportation outlays as mandatory, and to also move a number of current General Fund programs into the Transportation Trust Fund. The negative figures in this schedule are necessary to adjust the mandatory budget authority downward so that the proposal properly accounts for requested program growth in the new trust fund accounts.

PUBLIC TRANSPORTATION EMERGENCY RELIEF PROGRAM

Program and Financing (in millions of dollars)

Identification code 69–1140–0–1–401	2013 actual	2014 est.	2015 est.
-------------------------------------	-------------	-----------	-----------

Obligations by program activity:

0001 2013 Hurricane Sandy Emergency Supplemental (P.L. 113–2)	586	1,275	2,353
0003 2013 Hurricane Sandy Emergency Supplemental (P.L. 113–2 Administration and Oversight)		6	6
0900 Total new obligations	586	1,281	2,359

Budgetary Resources:

Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1		9,578	8,297
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	10,900		
1120 Appropriations transferred to other accts [69–0130]	–6		
1120 Appropriations transferred to other accts [69–0704]	–185		

1130	Appropriations permanently reduced	-545		
1160	Appropriation, discretionary (total)	10,164		
1930	Total budgetary resources available	10,164	9,578	8,297
	Memorandum (non-add) entries:			
1941	Unexpired unobligated balance, end of year	9,578	8,297	5,938
Change in obligated balance:				
	Unpaid obligations:			
3000	Unpaid obligations, brought forward, Oct 1		375	1,046
3010	Obligations incurred, unexpired accounts	586	1,281	2,359
3020	Outlays (gross)	-211	-610	-915
3050	Unpaid obligations, end of year	375	1,046	2,490
	Memorandum (non-add) entries:			
3100	Obligated balance, start of year		375	1,046
3200	Obligated balance, end of year	375	1,046	2,490
Budget authority and outlays, net:				
	Discretionary:			
4000	Budget authority, gross	10,164		
	Outlays, gross:			
4010	Outlays from new discretionary authority	211		
4011	Outlays from discretionary balances		610	915
4020	Outlays, gross (total)	211	610	915
4180	Budget authority, net (total)	10,164		
4190	Outlays, net (total)	211	610	915

The Public Transportation Emergency Relief Program helps transit agencies restore needed transportation services immediately following disaster events. Both capital and operating costs are eligible for funding following an emergency; however, this program does not replace the Federal Emergency Management Agency's capital assistance program. FTA administers the 2013 \$10.9 billion supplemental appropriation (adjusted to \$10.2 billion after sequestration and the transfer of funds to the Office of the Inspector General and the Federal Railroad Administration) provided by the Disaster Relief Appropriations Act, 2013 (Public Law 113-2) following Hurricane Sandy through this account. The Hurricane Sandy funds are only available for emergency relief, recovery and resiliency projects in the areas impacted by Hurricane Sandy. No funds are requested in this account for 2015. The Administration is proposing to fund this program within a multi-year surface transportation reauthorization. As part of the reauthorization proposal, funding from this account will be funded from the Mass Transit Account of the Transportation Trust Fund.

Object Classification (in millions of dollars)

Identification code 69-1140-0-1-401	2013 actual	2014 est.	2015 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent	1	3	3
12.1 Civilian personnel benefits		1	1
41.0 Grants, subsidies, and contributions	584	1,277	2,355
99.0 Direct obligations	585	1,281	2,359
99.5 Below reporting threshold	1		
99.9 Total new obligations	586	1,281	2,359

Employment Summary

Identification code 69-1140-0-1-401	2013 actual	2014 est.	2015 est.
1001 Direct civilian full-time equivalent employment	11	31	40

TECHNICAL ASSISTANCE AND TRAINING

For necessary expenses to carry out 49 U.S.C. 5314 and 5322(a), (b) and (e), \$5,000,000, to remain available until expended: *Provided*, That \$3,000,000 shall be for activities authorized under 49 U.S.C. 5314 and \$2,000,000 shall be for activities authorized under 49 U.S.C. 5322(a), (b) and (e). (Department of Transportation Appropriations Act, 2014.)

Program and Financing (in millions of dollars)

Identification code 69-1142-0-1-401	2013 actual	2014 est.	2015 est.
Obligations by program activity:			
0001 Technical Assistance and Standards Development		5	
0900 Total new obligations (object class 25.5)		5	
Budgetary Resources:			
	Budget authority:		
	Appropriations, discretionary:		
1100 Appropriation		5	
1160 Appropriation, discretionary (total)		5	
1930 Total budgetary resources available		5	
Change in obligated balance:			
	Unpaid obligations:		
3000 Unpaid obligations, brought forward, Oct 1			1
3010 Obligations incurred, unexpired accounts		5	
3020 Outlays (gross)		-4	-1
3050 Unpaid obligations, end of year		1	
	Memorandum (non-add) entries:		
3100 Obligated balance, start of year			1
3200 Obligated balance, end of year		1	
Budget authority and outlays, net:			
	Discretionary:		
4000 Budget authority, gross		5	
	Outlays, gross:		
4010 Outlays from new discretionary authority		4	
4011 Outlays from discretionary balances			1
4020 Outlays, gross (total)		4	1
4180 Budget authority, net (total)		5	
4190 Outlays, net (total)		4	1

Summary of Budget Authority and Outlays (in millions of dollars)

	2013 actual	2014 est.	2015 est.
Enacted/requested:			
Budget Authority		5	
Outlays		4	1
Amounts included in the adjusted baseline:			
Budget Authority			5
Outlays			4
Legislative proposal, subject to PAYGO:			
Budget Authority			-5
Outlays			-4
Total:			
Budget Authority		5	
Outlays		4	1

The Technical Assistance and Standard Development program enables FTA to provide technical assistance to the public transportation industry and to develop standards for transit service provision, with an emphasis on improving access for all individuals and transportation equity. Through this program, FTA is able to assist grantees to more effectively and efficiently provide public transportation and administer Federal funding in compliance with the law. No funds are requested in this account for FY 2015. The Administration is proposing funding for this program within multi-year surface transportation reauthorization. As part of that reauthorization proposal, programs currently administered from this account would be continued in a new Transit Research

TECHNICAL ASSISTANCE AND STANDARDS DEVELOPMENT—Continued
and Training account that would be funded from the Mass
Transit Account of the Transportation Trust Fund.

TECHNICAL ASSISTANCE AND STANDARDS DEVELOPMENT
(Amounts included in the adjusted baseline)

Program and Financing (in millions of dollars)

Identification code 69–1142–7–1–401	2013 actual	2014 est.	2015 est.
Budgetary Resources:			
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation		–5	
1160 Appropriation, discretionary (total)		–5	
Appropriations, mandatory:			
1200 Appropriation		5	5
1260 Appropriations, mandatory (total)		5	5
1900 Budget authority (total)			5
1930 Total budgetary resources available			5
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year			5
Change in obligated balance:			
Unpaid obligations:			
3020 Outlays (gross)			–4
3050 Unpaid obligations, end of year			–4
Memorandum (non-add) entries:			
3200 Obligated balance, end of year			–4
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross		–5	
Outlays, gross:			
4010 Outlays from new discretionary authority		–4	
4011 Outlays from discretionary balances			–1
4020 Outlays, gross (total)		–4	–1
Mandatory:			
4090 Budget authority, gross		5	5
Outlays, gross:			
4100 Outlays from new mandatory authority		4	4
4101 Outlays from mandatory balances			1
4110 Outlays, gross (total)		4	5
4180 Budget authority, net (total)			5
4190 Outlays, net (total)			4

The Administration proposes to reclassify all surface transportation outlays as mandatory, and to also move a number of current General Fund programs into the Transportation Trust Fund. This schedule reclassifies 2014 enacted and baseline budget authority and outlays as mandatory for comparability purposes; and, to calculate the spending increase above the baseline subject to PAYGO.

TECHNICAL ASSISTANCE AND STANDARDS DEVELOPMENT
(Legislative proposal, subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 69–1142–4–1–401	2013 actual	2014 est.	2015 est.
Budgetary Resources:			
Budget authority:			
Appropriations, mandatory:			
1200 Appropriation			–5
1260 Appropriations, mandatory (total)			–5
1930 Total budgetary resources available			–5
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year			–5
Change in obligated balance:			
Unpaid obligations:			
3020 Outlays (gross)			4
3050 Unpaid obligations, end of year			4

3200	Memorandum (non-add) entries:		
	Obligated balance, end of year		4
	Budget authority and outlays, net:		
	Mandatory:		
4090	Budget authority, gross		–5
	Outlays, gross:		
4100	Outlays from new mandatory authority		–4
4180	Budget authority, net (total)		–5
4190	Outlays, net (total)		–4

The Administration proposes to reclassify all surface transportation outlays as mandatory, and to also move a number of current General Fund programs into the Transportation Trust Fund. The negative figures in this schedule are necessary to adjust the mandatory budget authority downward so that the proposal properly accounts for requested program growth in the new trust fund accounts.

TRANSIT RESEARCH

For necessary expenses to carry out 49 U.S.C. 5312 and 5313, \$43,000,000, to remain available until expended: *Provided*, That \$40,000,000 shall be for activities authorized under 49 U.S.C. 5312 and \$3,000,000 shall be for activities authorized under 49 U.S.C. 5313. (Department of Transportation Appropriations Act, 2014.)

TRANSIT CAPITAL ASSISTANCE, RECOVERY ACT

Program and Financing (in millions of dollars)

Identification code 69–1101–0–1–401	2013 actual	2014 est.	2015 est.
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	1,055	336	44
3020 Outlays (gross)	–714	–292	–39
3041 Recoveries of prior year unpaid obligations, expired	–5		
3050 Unpaid obligations, end of year	336	44	5
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	1,055	336	44
3200 Obligated balance, end of year	336	44	5
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4011 Outlays from discretionary balances	714	292	39
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4033 Non-Federal sources (NJ ARC Repayment)		–5	–19
Additional offsets against gross budget authority only:			
4052 Offsetting collections credited to expired accounts		5	19
4080 Outlays, net (discretionary)	714	287	20
4190 Outlays, net (total)	714	287	20

The American Recovery and Reinvestment Act of 2009 provided \$6.9 billion to fund transit capital assistance to create jobs to bolster the American economy. Transit capital assistance was provided through urbanized area formula grants, non-urbanized area formula grants, and discretionary Tribal Transit grants. Funds were used for eligible capital projects, preventive maintenance, and to purchase buses and rail rolling stock. Funds were also used for a new discretionary grant program, Transportation Investments in Greenhouse Gas and Energy Reduction, to increase the use of environmentally sustainable operations in the public transportation sector. This schedule shows the obligation and outlay of remaining amounts made available for administration and oversight of these formula apportionments and discretionary grant awards and the associated capital and preventive maintenance projects and vehicle procurements.

FIXED GUIDEWAY INFRASTRUCTURE INVESTMENT, RECOVERY ACT

Program and Financing (in millions of dollars)

Identification code 69–1102–0–1–401	2013 actual	2014 est.	2015 est.
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	93	30	
3020 Outlays (gross)	–63	–30	
3050 Unpaid obligations, end of year	30		
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	93	30	
3200 Obligated balance, end of year	30		
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4011 Outlays from discretionary balances	63	30	
4190 Outlays, net (total)	63	30	

The American Recovery and Reinvestment Act of 2009 provided \$750 million to fund fixed guideway modernization grants to create jobs to bolster the American economy. The funds were apportioned consistent with the allocation formula authorized by SAFETEA-LU. Eligible capital projects included the purchase or rehabilitation of rail rolling stock and the construction or rehabilitation of transit guideway systems, passenger facilities, maintenance facilities and security systems.

Trust Funds

DISCRETIONARY GRANTS (TRANSPORTATION TRUST FUND, MASS TRANSIT ACCOUNT)

Program and Financing (in millions of dollars)

Identification code 69–8191–0–7–401	2013 actual	2014 est.	2015 est.
Obligations by program activity:			
0001 Discretionary grants	6	7	5
0900 Total new obligations (object class 41.0)	6	7	5
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	19	13	6
1930 Total budgetary resources available	19	13	6
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	13	6	1
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	9	8	6
3010 Obligations incurred, unexpired accounts	6	7	5
3020 Outlays (gross)	–7	–9	–9
3050 Unpaid obligations, end of year	8	6	2
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	9	8	6
3200 Obligated balance, end of year	8	6	2
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4011 Outlays from discretionary balances	7	9	9
4190 Outlays, net (total)	7	9	9
Memorandum (non-add) entries:			
5054 Fund balance in excess of liquidating requirements, SOY: Contract authority	38	38	38
5055 Fund balance in excess of liquidating requirements, EOY: Contract authority	38	38	38

In 2015, no additional liquidating cash is requested to pay previously incurred obligations in the Discretionary Grants account.

CAPITAL INVESTMENT GRANTS

(Legislative proposal, not subject to PAYGO)

(LIQUIDATION OF CONTRACT AUTHORITY)

(LIMITATION ON OBLIGATIONS)

(TRANSPORTATION TRUST FUND)

Contingent upon enactment of multi-year surface transportation authorization legislation, for the payment of obligations incurred in carrying out 49 U.S.C. 5309, \$2,500,000,000, to be derived from the Mass Transit Account of the Transportation Trust Fund and to remain available until expended: Provided, That funds available for the implementation or execution of activities authorized under 49 U.S.C. 5309 shall not exceed total obligations of \$2,500,000,000 in fiscal year 2015.

CAPITAL INVESTMENT GRANTS

(Legislative proposal, subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 69–8543–4–7–401	2013 actual	2014 est.	2015 est.
Obligations by program activity:			
0001 Capital Investment Grants			1,875
Budgetary Resources:			
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)			2,500
1137 Appropriations applied to liquidate contract authority			–2,500
Contract authority, mandatory:			
1600 Contract authority			2,500
1640 Contract authority, mandatory (total)			2,500
1900 Budget authority (total)			2,500
1930 Total budgetary resources available			2,500
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year			625
Change in obligated balance:			
Unpaid obligations:			
3010 Obligations incurred, unexpired accounts			1,875
3020 Outlays (gross)			–725
3050 Unpaid obligations, end of year			1,150
Memorandum (non-add) entries:			
3200 Obligated balance, end of year			1,150
Budget authority and outlays, net:			
Mandatory:			
4090 Budget authority, gross			2,500
Outlays, gross:			
4100 Outlays from new mandatory authority			725
4180 Budget authority, net (total)			2,500
4190 Outlays, net (total)			725

The 2015 Budget presents the Federal Transit Administration's (FTA) proposed reauthorization program and account structure, including the creation of a new Capital Investment Grants account. The Administration proposes to fund this account from the Mass Transit Account of the Transportation Trust Fund.

The FY 2015 Budget includes \$2.5 billion for the Capital Investment Grants program to increase the capacity of the nation's transit network and meet ridership demands in many communities. This is accomplished by supporting the construction of new fixed guideway systems or extensions to fixed guideways, corridor-based bus rapid transit systems, and core capacity improvement projects. These projects include heavy rail, light rail, commuter rail, bus rapid transit, ferries, and streetcar systems that are administered by communities across the country. FTA allocates resources to grantees through a multi-year, multi-step competitive process. Prior to funding, each project is required to obtain an acceptable rating under a set of statutorily defined criteria that examine project merit and local financial commitment.

The Administration proposes to move a number of current General Fund programs into the Transportation Trust Fund, as

CAPITAL INVESTMENT GRANTS—Continued

part of surface transportation reauthorization. Amounts reflected in this schedule represent the new mandatory contract authority and outlays supporting these programs. PAYGO costs will be calculated as the change between these amounts and reclassified baseline amounts in the existing General Fund accounts.

Object Classification (in millions of dollars)

Identification code 69-8543-4-7-401	2013 actual	2014 est.	2015 est.
Direct obligations:			
25.2 Other services from non-Federal sources			28
41.0 Grants, subsidies, and contributions			1,847
99.9 Total new obligations			1,875

RAPID-GROWTH AREA BUS RAPID TRANSIT CORRIDOR PROGRAM

(Legislative proposal, not subject to PAYGO)

(LIQUIDATION OF CONTRACT AUTHORITY)

(LIMITATION ON OBLIGATIONS)

(TRANSPORTATION TRUST FUND)

Contingent upon enactment of multi-year surface transportation authorization legislation, for the payment of obligations incurred in carrying out the Rapid-Growth Area Bus Rapid Transit Corridor program under 49 U.S.C. 5341, \$500,000,000, to be derived from the Mass Transit Account of the Transportation Trust Fund, to remain available until expended: Provided, That funds available for the implementation or execution of 49 U.S.C. 5341 shall not exceed total obligations of \$500,000,000 in fiscal year 2015.

RAPID-GROWTH AREA BUS RAPID TRANSIT PROGRAM CORRIDOR PROGRAM

(Legislative proposal, subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 69-8544-4-7-401	2013 actual	2014 est.	2015 est.
Obligations by program activity:			
0001 Direct program activity			250
0900 Total new obligations (object class 41.0)			250
Budgetary Resources:			
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)			500
1137 Appropriations applied to liquidate contract authority			-500
Contract authority, mandatory:			
1600 Contract authority			500
1640 Contract authority, mandatory (total)			500
1900 Budget authority (total)			500
1930 Total budgetary resources available			500
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year			250
Change in obligated balance:			
Unpaid obligations:			
3010 Obligations incurred, unexpired accounts			250
3020 Outlays (gross)			-75
3050 Unpaid obligations, end of year			175
Memorandum (non-add) entries:			
3200 Obligated balance, end of year			175
Budget authority and outlays, net:			
Mandatory:			
4090 Budget authority, gross			500
Outlays, gross:			
4100 Outlays from new mandatory authority			75
4180 Budget authority, net (total)			500
4190 Outlays, net (total)			75

The FY 2015 Budget presents FTA's program authorization and account structure, including the creation of a new account

for the Rapid Growth Area Bus Rapid Transit Corridor Program. The Administration proposed to fund this account from the Mass Transit Account of the Transportation Trust Fund. This newly proposed discretionary grants program will support the mobility needs of fast growing cities across the country to get ahead of transportation problems during early periods of population and economic growth. This program is designed to quickly put Federal funds to work in these communities and support intelligent infrastructure investment by encouraging multi-modal approaches to transportation planning.

PUBLIC TRANSPORTATION EMERGENCY RELIEF PROGRAM

This program helps transit agencies restore needed transportation services immediately following disaster events. Both capital and operating costs are eligible for funding following an emergency; however, this program does not replace the Federal Emergency Management Agency's capital assistance program. FTA administers the FY 2013 \$10.9 billion supplemental appropriation (adjusted to \$10.2 billion after sequestration and the transfer of funds to the Office of the Inspector General and the Federal Railroad Administration) provided by the Disaster Relief Appropriations Act, 2013 (Public Law 113-2) following Hurricane Sandy through this account. The Hurricane Sandy funds are only available for emergency relief, recovery and resiliency projects in the areas impacted by Hurricane Sandy. The emergency funding for Hurricane Sandy relief was appropriated from the General Fund.

PUBLIC TRANSPORTATION EMERGENCY RELIEF PROGRAM

(Legislative proposal, subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 69-8519-4-7-401	2013 actual	2014 est.	2015 est.
Obligations by program activity:			
0001 Direct program activity			13
0900 Total new obligations (object class 41.0)			13
Budgetary Resources:			
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)			25
1137 Appropriations applied to liquidate contract authority			-25
Contract authority, mandatory:			
1600 Contract authority			25
1640 Contract authority, mandatory (total)			25
1900 Budget authority (total)			25
1930 Total budgetary resources available			25
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year			12
Change in obligated balance:			
Unpaid obligations:			
3010 Obligations incurred, unexpired accounts			13
3020 Outlays (gross)			-10
3050 Unpaid obligations, end of year			3
Memorandum (non-add) entries:			
3200 Obligated balance, end of year			3
Budget authority and outlays, net:			
Mandatory:			
4090 Budget authority, gross			25
Outlays, gross:			
4100 Outlays from new mandatory authority			10
4180 Budget authority, net (total)			25
4190 Outlays, net (total)			10

The 2015 Budget presents the Federal Transit Administration's (FTA) proposed reauthorization program and account structure, including the creation of a new Public Transportation Emergency

Relief Program account. The Administration proposes to fund this account from the Mass Transit Account of the Transportation Trust Fund.

The 2015 Budget request includes \$25 million to help transit agencies restore needed transportation services immediately following disaster events. The Administration is proposing to fund this program within a multi-year surface transportation reauthorization. Amounts reflected in this schedule represent the new mandatory contract authority and outlays supporting these programs.

FIXING AND ACCELERATING SURFACE TRANSPORTATION

(Legislative proposal, not subject to PAYGO)

(LIQUIDATION OF CONTRACT AUTHORITY)

(LIMITATION ON OBLIGATIONS)

(TRANSPORTATION TRUST FUND)

Contingent upon enactment of multi-year surface transportation authorization legislation, for the payment of obligations incurred in carrying out the Fixing and Accelerating Surface Transportation program under Title 49, United States Code, \$500,000,000, to be derived from the Mass Transit Account of the Transportation Trust Fund and to remain available until expended: Provided, That funds available for the implementation or execution of such program shall not exceed total obligations of \$500,000,000 in fiscal year 2015.

FIXING AND ACCELERATING SURFACE TRANSPORTATION

(Legislative proposal, subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 69-8517-4-7-401	2013 actual	2014 est.	2015 est.
Obligations by program activity:			
0001 Direct program activity			200
0900 Total new obligations (object class 41.0)			200
Budgetary Resources:			
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)			500
1137 Appropriations applied to liquidate contract authority			-500
Contract authority, mandatory:			
1600 Contract authority			500
1640 Contract authority, mandatory (total)			500
1900 Budget authority (total)			500
1930 Total budgetary resources available			500
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year			300
Change in obligated balance:			
Unpaid obligations:			
3010 Obligations incurred, unexpired accounts			200
3020 Outlays (gross)			-95
3050 Unpaid obligations, end of year			105
Memorandum (non-add) entries:			
3200 Obligated balance, end of year			105
Budget authority and outlays, net:			
Mandatory:			
4090 Budget authority, gross			500
Outlays, gross:			
4100 Outlays from new mandatory authority			95
4180 Budget authority, net (total)			500
4190 Outlays, net (total)			95

The FY 2015 budget includes \$500 million for the Fixing and Accelerating Surface Transportation (FAST) program. Jointly managed by the Federal Highway Administration and Federal Transit Administration, the FAST program will use competition

and a monetary incentive to reward long-term, systematic innovation and reform in our Nation's transportation system.

TRANSIT RESEARCH AND TRAINING

(Legislative proposal, not subject to PAYGO)

(LIQUIDATION OF CONTRACT AUTHORITY)

(LIMITATION ON OBLIGATIONS)

(TRANSPORTATION TRUST FUND)

Contingent upon enactment of multi-year surface transportation authorization legislation, for the payment of obligations incurred in carrying out Transit Research and Training programs under 49 U.S.C. 5312, 5313, 5314 and 5322, as amended by such authorization, \$60,000,000, to be derived from the Mass Transit Account of the Transportation Trust Fund, to remain available until expended: Provided, That funds available for the implementation or execution of such programs shall not exceed total obligations of \$60,000,000 in fiscal year 2015.

TRANSIT RESEARCH AND TRAINING

(Legislative proposal, subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 69-8542-4-7-401	2013 actual	2014 est.	2015 est.
Obligations by program activity:			
0001 National Research Program			16
Budgetary Resources:			
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)			60
1137 Appropriations applied to liquidate contract authority			-60
Contract authority, mandatory:			
1600 Contract authority			60
1640 Contract authority, mandatory (total)			60
1900 Budget authority (total)			60
1930 Total budgetary resources available			60
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year			44
Change in obligated balance:			
Unpaid obligations:			
3010 Obligations incurred, unexpired accounts			16
3020 Outlays (gross)			-12
3050 Unpaid obligations, end of year			4
Memorandum (non-add) entries:			
3200 Obligated balance, end of year			4
Budget authority and outlays, net:			
Mandatory:			
4090 Budget authority, gross			60
Outlays, gross:			
4100 Outlays from new mandatory authority			12
4180 Budget authority, net (total)			60
4190 Outlays, net (total)			12

The FY 2015 Budget presents FTA's proposed reauthorization program and account structure, including the creation of a new Transit Research and Training account. The Administration proposes to fund this account from the Mass Transit Account of the Transportation Trust Fund. The FY 2015 Budget request includes \$60 million for this account. For 2015, this account's programs include:

Research.—\$26 million. This program supports research activities that improve the safety, reliability, efficiency, and sustainability of public transportation by investing in the development, testing, and deployment of innovative technologies, materials, and processes.

Transit Cooperative Research Program.—\$7 million. This program provides funding to the National Academy of Sciences to

TRANSIT RESEARCH AND TRAINING—Continued

conduct investigative research on subjects related to public transportation.

Technical Assistance.—\$7 million. This program enables FTA to provide technical assistance to the public transportation industry, with an emphasis on improving access and transportation equity for all individuals. Through this program, FTA is able to assist grantees to more effectively and efficiently provide public transportation and to administer Federal funding in compliance with the law.

Human Resources and Training.—\$20 million. This program enables FTA to carry out human resource and training activities within the transit industry, as well as to establish a competitive workforce development grant program. FTA's goal is to improve the skill-sets, knowledge, and abilities of transit industry employees that operate increasingly complex vehicle and equipment systems as well as building new pathways into the transit industry for job-seekers.

The Administration proposes to move a number of current General Fund programs into the Transportation Trust Fund, as part of surface transportation reauthorization. Amounts reflected in this schedule represent the new mandatory contract authority and outlays supporting these programs. PAYGO costs will be calculated as the change between these amounts and reclassified baseline amounts in the existing General Fund accounts.

Object Classification (in millions of dollars)

Identification code 69-8542-4-7-401	2013 actual	2014 est.	2015 est.
Direct obligations:			
25.2 Other services from non-Federal sources			3
41.0 Grants, subsidies, and contributions			11
99.0 Direct obligations			14
99.0 Reimbursable obligations			2
99.9 Total new obligations			16

TRANSIT FORMULA GRANTS

Program and Financing (in millions of dollars)

Identification code 69-8350-0-7-401	2013 actual	2014 est.	2015 est.
Obligations by program activity:			
0001 Urbanized area programs	5,117	4,935	4,918
0002 Fixed guideway modernization	1,046	120	34
0003 Bus and bus facility grants	863	440	126
0004 Over-the-road bus	7	6	2
0005 Clean Fuels Program	40	20	6
0006 Planning Programs	189	99	124
0007 Job Access & Reverse Commute	132	73	21
0008 Alternatives analysis program	5	25	7
0009 Alternative transportation in parks and public Lands	18	6	2
0011 Seniors and persons with disabilities	180	294	279
0012 Non-urbanized area programs	614	538	685
0013 New Freedom	78	42	12
0014 National Transit Database	4	4	4
0015 Oversight	50	86	63
0016 Transit Oriented Development		11	10
0017 Bus and Bus Facilities Formula Grants	51	422	434
0018 Bus Testing Facility		3	3
0019 National Transit Institute		5	5
0020 State of Good Repair Grants	676	1,833	2,115
0900 Total new obligations	9,070	8,962	8,850
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	8,296	9,116	10,049
1013 Unobligated balance of contract authority transferred to or from other accounts [69-8083]	-21		
1021 Recoveries of prior year unpaid obligations	44		
1050 Unobligated balance (total)	8,319	9,116	10,049

Budget authority:

Appropriations, discretionary:			
1101 Appropriation (special or trust fund)	9,400	9,600	9,600
1120 Appropriations transferred to other accts [69-8083]	-49		
1121 Appropriations transferred from other accts [69-8083]	796	1,145	1,167
1137 Portion applied to liquidate contract authority used	-10,147	-10,745	-10,767
Contract authority, mandatory:			
1600 Contract authority	8,478	8,595	8,595
1610 Transferred to other accounts [69-8083]	-28		
1611 Transferred from other accounts [69-8083]	1,434	1,300	1,300
1620 Contract authority and/or unobligated balance of contract authority permanently reduced	-17		
1640 Contract authority, mandatory (total)	9,867	9,895	9,895
1900 Budget authority (total)	9,867	9,895	9,895
1930 Total budgetary resources available	18,186	19,011	19,944
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	9,116	10,049	11,094

Change in obligated balance:

Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	13,426	14,360	14,239
3010 Obligations incurred, unexpired accounts	9,070	8,962	8,850
3020 Outlays (gross)	-8,092	-9,083	-7,479
3040 Recoveries of prior year unpaid obligations, unexpired	-44		
3050 Unpaid obligations, end of year	14,360	14,239	15,610
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	13,426	14,360	14,239
3200 Obligated balance, end of year	14,360	14,239	15,610

Budget authority and outlays, net:

Discretionary:			
Outlays, gross:			
4010 Outlays from new discretionary authority	1,351	1,829	
4011 Outlays from discretionary balances	6,741	7,254	7,479
4020 Outlays, gross (total)	8,092	9,083	7,479
Mandatory:			
4090 Budget authority, gross	9,867	9,895	9,895
4180 Budget authority, net (total)	9,867	9,895	9,895
4190 Outlays, net (total)	8,092	9,083	7,479

Memorandum (non-add) entries:

5052 Obligated balance, SOY: Contract authority	5,838	5,537	4,247
5053 Obligated balance, EOY: Contract authority	5,537	4,247	3,375
5061 Limitation on obligations (Transportation Trust Funds)	9,895	9,895	

Summary of Budget Authority and Outlays (in millions of dollars)

	2013 actual	2014 est.	2015 est.
Enacted/requested:			
Budget Authority	9,867	9,895	9,895
Outlays	8,092	9,083	7,479
Amounts included in the adjusted baseline:			
Budget Authority			168
Outlays		1	1,860
Adjustments for year-to-year comparability:			
Budget Authority	28		
Legislative proposal, subject to PAYGO:			
Budget Authority			5,151
Outlays			979
Total:			
Budget Authority	9,895	9,895	15,214
Outlays	8,092	9,084	10,318

FTA's 2015 budget request builds upon the successes of the previous authorization, MAP-21, which provided two years of stable funding for transit programs. The account structure is generally comparable to FTA's funding under MAP-21. The Transit Formula Grants account is funded from the Mass Transit Account of the Transportation Trust Fund.

Transit Formula Grants funds can be used for transit capital purposes including bus and rail car purchases, facility repair and construction, as well as maintenance, and where eligible, planning and operating expenses. These funds help existing transit systems provide safe and reliable transportation options, and promote economically vibrant communities. The 2015 Budget request includes \$13.914 billion for Transit Formula Grants. The 2015 formula grant program structure includes:

Urbanized Area Formula.—\$4.563 billion. For formula grants to urbanized areas with populations of 50,000 or more. Funds may be used for any transit capital purpose. Operating costs continue to be eligible expenses for all urban areas under 200,000 in population; and, in certain circumstances, operating costs may be eligible expenses in urban areas with populations over 200,000. Additionally, Urbanized Area grants may be used to support Job Access and Reverse Commute activities.

State Safety Oversight Program.—\$23 million. Each State with rail systems not regulated by the Federal Railroad Administration (FRA) will meet requirements for a State Safety Oversight (SSO) program. To aid grantees in meeting new requirements, funding will be provided by a formula developed by FTA based on revenue miles, route miles, and passenger miles. The maximum Federal share for these grants is 80 percent.

State of Good Repair Grants.—\$5.719 billion. For a formula-based capital maintenance program to restore and replace aging transportation infrastructure through reinvestment in existing fixed guideway systems and buses on high occupancy vehicle (HOV) lanes.

Rural Area Formula.—\$622 million. For formula grants to provide funds for capital, planning and operating assistance grants for transit service implemented by States in rural areas with populations of less than 50,000. Funding may also be used to support intercity bus service. Additionally, Rural Area grants may be used to support Job Access and Reverse Commute activities. Within this amount, \$30 million in formula funds and \$5 million in discretionary grant funds will support the Public Transportation on Indian Reservations program and \$20 million will support the Appalachian Development Public Transportation Assistance Formula Program.

Growing States and High Density States.—\$538 million. For funds that are divided between the Urban and Rural Area programs based on the legislative funding formula for this program.

Enhanced Mobility of Seniors and Individuals with Disabilities.—\$264 million. Supports local governments and public and private transportation providers that serve special needs of these specific transit-dependent populations beyond traditional public transportation services, including complementary paratransit service.

Bus and Bus Facilities Grants.—\$1.939 billion. For formula funding (70%) and discretionary funding (30%) to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities States may use these funds to supplement Urbanized Area and Rural Area formula grant programs.

Bus Testing Facility.—\$3 million. Funding supports a facility where all new bus models purchased using FTA capital assistance will be tested for compliance with performance standards for safety, structural integrity, reliability, performance (including braking performance) maintainability, emissions, noise and fuel economy. FTA must develop a Pass/Fail rating system for buses. FTA grantees will not be able use Federal funds to purchase buses that do not receive a "pass" rating.

Planning Programs.—\$132 million. Funding supports cooperative, continuous, and comprehensive transportation infrastructure investment planning. The program requires that all Metropolitan Planning Organizations (MPOs), and States, develop performance-driven, outcome-based transportation plans.

Transit Oriented Development Pilot.—\$10.2 million. This new pilot program funds planning for projects that support transit-oriented development associated with new fixed-guideway and core capacity improvement projects.

National Transit Institute.—\$5 million. To fund projects that enable FTA to partner with higher education to develop and

provide training and educational programs to transit employees and others engaged in providing public transit services.

National Transit Data Base (NTD).—\$4 million. For operation and maintenance of the NTD, a database of nationwide statistics on the transit industry, which FTA is legally required to maintain under 49 U.S.C. 5335(a)(1)(2). NTD data serves as the basis for FTA formula grant apportionments and is used to track the condition and performance of our Nation's transit infrastructure.

Administrative Expenses.—\$114.4 million. To fund salaries, benefits and administrative expenses to carry out the FTA's stewardship of federal funds. FTA administrative expenses were provided in prior years in the Administrative Expenses account and funded from the General Fund.

Object Classification (in millions of dollars)

Identification code 69-8350-0-7-401	2013 actual	2014 est.	2015 est.
Direct obligations:			
25.2 Other services from non-Federal sources	57	85	63
41.0 Grants, subsidies, and contributions	9,013	8,877	8,787
99.9 Total new obligations	9,070	8,962	8,850

TRANSIT FORMULA GRANTS

(Amounts included in the adjusted baseline)

Program and Financing (in millions of dollars)

Identification code 69-8350-7-7-401	2013 actual	2014 est.	2015 est.
Budgetary Resources:			
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)			168
1137 Appropriations applied to liquidate contract authority			-168
Contract authority, mandatory:			
1600 Contract authority			168
1640 Contract authority, mandatory (total)			168
1900 Budget authority (total)			168
1930 Total budgetary resources available			168
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year			168
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1			-1
3020 Outlays (gross)		-1	-1,860
3050 Unpaid obligations, end of year		-1	-1,861
Memorandum (non-add) entries:			
3100 Obligated balance, start of year			-1
3200 Obligated balance, end of year		-1	-1,861
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4010 Outlays from new discretionary authority		-1,828	
4011 Outlays from discretionary balances		-7,254	-7,478
4020 Outlays, gross (total)		-9,082	-7,478
Mandatory:			
4090 Budget authority, gross			168
Outlays, gross:			
4100 Outlays from new mandatory authority		1,829	1,859
4101 Outlays from mandatory balances		7,254	7,479
4110 Outlays, gross (total)		9,083	9,338
4180 Budget authority, net (total)			168
4190 Outlays, net (total)		1	1,860
Memorandum (non-add) entries:			
5061 Limitation on obligations (Transportation Trust Funds)		-9,895	

The Administration proposes to reclassify all surface transportation outlays as mandatory. This schedule reclassifies discretionary outlays from obligation limitations as mandatory outlays from mandatory contract authority for the 2014 enacted levels. This schedule also creates a new baseline of mandatory contract

TRANSIT FORMULA GRANTS—Continued

authority that is equal to the previous discretionary obligation limitation baseline to calculate the spending increase above the baseline subject to PAYGO.

TRANSIT FORMULA GRANTS

(Adjustments for year-to-year comparability)

Program and Financing (in millions of dollars)

Identification code 69–8350–9–7–401	2013 actual	2014 est.	2015 est.
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1		28	28
Budget authority:			
Contract authority, mandatory:			
1600 Contract authority	28		
Contract authority, mandatory (total)	28		
1900 Budget authority (total)	28		
1930 Total budgetary resources available	28	28	28
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	28	28	28
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4010 Outlays from new discretionary authority	–1,351		
4011 Outlays from discretionary balances	–6,741		
4020 Outlays, gross (total)	–8,092		
Mandatory:			
4090 Budget authority, gross	28		
Outlays, gross:			
4100 Outlays from new mandatory authority	1,351		
4101 Outlays from mandatory balances	6,741		
4110 Outlays, gross (total)	8,092		
4180 Budget authority, net (total)	28		
Memorandum (non-add) entries:			
5052 Obligated balance, SOY: Contract authority		28	28
5053 Obligated balance, EOY: Contract authority		28	28
5061 Limitation on obligations (Transportation Trust Funds)	–9,895		

The Administration proposes to reclassify all surface transportation outlays as mandatory. This schedule reclassifies discretionary outlays from obligation limitations as mandatory outlays from mandatory contract authority, for 2013 actual amounts, for comparability purposes.

TRANSIT FORMULA GRANTS

(Legislative proposal, not subject to PAYGO)

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

([HIGHWAY] TRANSPORTATION TRUST FUND)

[For] *Contingent upon enactment of multi-year surface transportation authorization legislation, for payment of obligations incurred in the Federal Public Transportation Assistance Program in this account, and for payment of obligations incurred in carrying out the provisions of 49 U.S.C. 5305, 5307, 5310, 5311, 5318, 5322(d), 5329(e)(6), 5335, 5337, 5339, and 5340, as amended by Public Law 112–141; and section 20005(b) of Public Law 112–141, as amended, [\$9,500,000,000] \$13,914,400,000, to be derived from the Mass Transit Account of the [Highway] Transportation Trust Fund and to remain available until expended: Provided, That, prior to allocation of program funds available to carryout such sections under 49 U.S.C. 5338, \$114,400,000 shall be available for necessary administrative expenses of the Federal Transit Administration's program authorized under Chapter 53 of title 49, United States Code, and any other applicable Federal law: Provided further, That funds available for the implementation or execution of programs authorized under 49 U.S.C. 5305, 5307, 5310, 5311, 5318, 5322(d), 5329(e)(6), 5335, 5337, 5339, and 5340, as amended by Public Law 112–141, and section 20005(b) of Public Law 112–141, shall not exceed total obligations of*

[\$8,595,000,000] \$13,914,400,000 in fiscal year **[2014] 2015.** (*Department of Transportation Appropriations Act, 2014.*)

TRANSIT FORMULA GRANTS

(Legislative proposal, subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 69–8350–4–7–401	2013 actual	2014 est.	2015 est.
Obligations by program activity:			
0001 Urbanized area programs			21
0002 Planning Programs			1
0003 Seniors and persons with disabilities			1
0008 Bus and Bus Facilities Formula Grants			600
0011 State of Good Repair Grants			1,400
0012 LAE Administrative Expenses			114
0900 Total new obligations			2,137
Budgetary Resources:			
Budget authority:			
Contract authority, mandatory:			
1600 Contract authority			5,151
Contract authority, mandatory (total)			5,151
1900 Budget authority (total)			5,151
1930 Total budgetary resources available			5,151
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year			3,014
Change in obligated balance:			
Unpaid obligations:			
3010 Obligations incurred, unexpired accounts			2,137
3020 Outlays (gross)			–979
3050 Unpaid obligations, end of year			1,158
Memorandum (non-add) entries:			
3200 Obligated balance, end of year			1,158
Budget authority and outlays, net:			
Mandatory:			
4090 Budget authority, gross			5,151
Outlays, gross:			
4100 Outlays from new mandatory authority			979
4180 Budget authority, net (total)			5,151
4190 Outlays, net (total)			979
Memorandum (non-add) entries:			
5053 Obligated balance, EOY: Contract authority			5,151

The Administration proposes to reclassify all surface transportation outlays as mandatory. Amounts reflected in this schedule represent the spending increase above baseline that is subject to PAYGO.

Object Classification (in millions of dollars)

Identification code 69–8350–4–7–401	2013 actual	2014 est.	2015 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent			59
11.3 Other than full-time permanent			3
11.9 Total personnel compensation			62
12.1 Civilian personnel benefits			17
21.0 Travel and transportation of persons			2
23.1 Rental payments to GSA			8
23.3 Communications, utilities, and miscellaneous charges			1
25.2 Other services from non-Federal sources			2
25.3 Other goods and services from Federal sources			20
25.7 Operation and maintenance of equipment			2
41.0 Grants, subsidies, and contributions			2,023
99.9 Total new obligations			2,137

Employment Summary

Identification code 69-8350-4-7-401	2013 actual	2014 est.	2015 est.
1001 Direct civilian full-time equivalent employment			580

ADMINISTRATIVE PROVISIONS

[(INCLUDING RESCISSIONS)]

SEC. 160. The limitations on obligations for the programs of the Federal Transit Administration shall not apply to any authority under 49 U.S.C. 5338, previously made available for obligation, or to any other authority previously made available for obligation.

SEC. 161. [Notwithstanding any other provision of law, funds] *Funds* appropriated or limited by this Act under the [Federal Transit Administration's discretionary program appropriations headings] *heading "Fixed Guideway Capital Investment" of the Federal Transit Administration* for projects specified in this Act or identified in reports accompanying this Act not obligated by September 30, [2018] 2019, and other recoveries, [shall] *may* be directed to [projects] *any project* eligible [to use the funds for the purposes for which they were originally provided] *under 49 U.S.C. 5309.*

SEC. 162. [Notwithstanding any other provision of law, any] *Any* funds appropriated before October 1, [2013] 2014, under any section of chapter 53 of title 49, United States Code, that remain available for expenditure, may be transferred to and administered under the most recent appropriation heading for any such section.

[SEC. 163. The Secretary may not enforce regulations related to charter bus service under part 604 of title 49, Code of Federal Regulations, for any transit agency who during fiscal year 2008 was both initially granted a 60-day period to come into compliance with part 604, and then was subsequently granted an exception from said part.]

SEC. [164] 163. For purposes of applying the project justification and local financial commitment criteria of 49 U.S.C. 5309(d) to a New Starts project, the Secretary may consider the costs and ridership of any connected project in an instance in which private parties are making significant financial contributions to the construction of the connected project; additionally, the Secretary may consider the significant financial contributions of private parties to the connected project in calculating the non-Federal share of net capital project costs for the New Starts project.

SEC. 164.

Unobligated or recovered—

(a) *fiscal years 2006 through 2012 funds that were made available to carry out 49 U.S.C. 5339 shall be available to carry out 49 U.S.C. 5309, subject to the terms and conditions required under such section;*

(b) *fiscal years 1999 through 2012 funds available to carry out the discretionary bus and bus facilities program and the clean fuels program may be made available to carry out 49 U.S.C. 5339;*

(c) *funds made available to carry out the job access and reverse commute program authorized by Public Law 105-178 and 49 U.S.C. 5316, may be available to carry out such activities under 49 U.S.C. 5307 and 5311;*

(d) *fiscal years 2006 through 2012 funds made available to carry out 49 U.S.C. 5317 may be made available to carry out 49 U.S.C. 5310;*

(e) *funds made available to carry out the fixed guideway modernization program may be available to carry out 49 U.S.C. 5337;*

(f) *funds made available to carry out 49 U.S.C. 5320 may be available to carry out 49 U.S.C. 5339; and*

(g) *fiscal years 1999 through 2012 funds made available to carry out section 3038 of Public Law 105-59 may be made available to carry out 49 U.S.C. 5310.*

Unobligated balances referenced in this section shall not be subject to the limitations on obligations for Federal Transit Administration programs.

[SEC. 165. Notwithstanding any other provision of law, none of the funds made available in this Act shall be used to enter into a full funding grant agreement for a project with a New Starts share greater than 60 percent.]

[SEC. 166. None of the funds in this Act may be available to advance in any way a new fixed guideway capital project towards a full funding grant agreement as defined by 49 U.S.C. 5309 for the Metropolitan

Transit Authority of Harris County, Texas if the proposed capital project is constructed on or planned to be constructed on Richmond Avenue west of South Shepherd Drive or on Post Oak Boulevard north of Richmond Avenue in Houston, Texas.]

[SEC. 167. Unobligated and recovered fiscal year 2010 through 2012 funds that were made available to carry out 49 U.S.C. 5339 shall be available to carry out 49 U.S.C. 5309, as amended by Public Law 112-141, subject to the terms and conditions required under such section.]

[SEC. 168. New bus rapid transit projects recommended in the President's budget submission to the Congress of the United States for funds appropriated under the heading "CAPITAL INVESTMENT GRANTS" in this Act shall be funded from \$93,269,369 in unobligated amounts that were made available to carry out the discretionary bus and bus facilities program under 49 U.S.C. 5309 in fiscal years 1999 through 2010: *Provided*, That all such projects shall remain subject to the Capital Investment Grants Program requirements of 49 U.S.C. 5309 for New Starts, Small Starts, or Core Capacity projects as applicable.]

[SEC. 169. Of the funds made available for the Formula Grants program, as authorized by Public Law 97-424, as amended, \$63,465,775 are hereby permanently rescinded: *Provided*, That of the funds made available for the Formula Grants program, as authorized by Public Law 91-453, as amended, \$795,307 are hereby permanently rescinded: *Provided further*, That of the funds made available for the Formula Grants program as authorized by Public Law 95-599, as amended, \$928,838 are hereby permanently rescinded: *Provided further*, That of the funds made available for the University Transportation Research program, as authorized by Public Law 91-453, as amended, and by Public Law 102-240, as amended, \$595,619 are hereby permanently rescinded: *Provided further*, That of the funds made available for the Job Access and Reverse Commute program, as authorized by Public Law 105-178, as amended, \$15,704,469 are hereby permanently rescinded: *Provided further*, That of the funds made available for the Capital Investment Grants program, as authorized by Public Law 105-178, as amended, \$11,429,055 are hereby permanently rescinded: *Provided further*, That of the funds made available for the Research, Training, and Human Resources program, as authorized by Public Law 95-599, as amended, \$419,474 are hereby permanently rescinded: *Provided further*, That of the funds made available for the Interstate Transfer Grants program, as authorized by 23 U.S.C. 103(e)(4), \$2,687,207 are hereby permanently rescinded: *Provided further*, That of the funds made available for the Washington Metropolitan Area Transit Authority, as authorized by section 14 of Public Law 96-184, as amended, and by Public Law 101-551, as amended, \$523,107 are hereby permanently rescinded: *Provided further*, That of the funds made available for the Urban Discretionary Grants program, as authorized by Public Law 88-365, as amended, \$679,314 are hereby permanently rescinded: *Provided further*, That no amounts may be rescinded from amounts that were designated by the Congress as an emergency requirement pursuant to a concurrent resolution on the budget or the Balanced Budget and Emergency Deficit Control Act of 1985, as amended.] (*Department of Transportation Appropriations Act, 2014.*)

SAINT LAWRENCE SEAWAY DEVELOPMENT
CORPORATION

Federal Funds

SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION

The Saint Lawrence Seaway Development Corporation is hereby authorized to make such expenditures, within the limits of funds and borrowing authority available to the Corporation, and in accord with law, and to make such contracts and commitments without regard to fiscal year limitations as provided by section 104 of the Government Corporation Control Act, as amended, as may be necessary in carrying out the programs set forth in the Corporation's budget for the current fiscal year. (*Department of Transportation Appropriations Act, 2014.*)

Program and Financing (in millions of dollars)

Identification code 69-4089-0-3-403	2013 actual	2014 est.	2015 est.
Obligations by program activity:			
0801 Operations and maintenance	15	18	19

SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION—Continued
Program and Financing—Continued

Identification code 69-4089-0-3-403	2013 actual	2014 est.	2015 est.
0802 Replacements and improvements	16	14	14
0900 Total new obligations	31	32	33
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	16	17	17
1021 Recoveries of prior year unpaid obligations	1		
1050 Unobligated balance (total)	17	17	17
Budget authority:			
Spending authority from offsetting collections, mandatory:			
1800 Collected	31	32	33
1850 Spending auth from offsetting collections, mand (total)	31	32	33
1930 Total budgetary resources available	48	49	50
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	17	17	17
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	27	18	12
3010 Obligations incurred, unexpired accounts	31	32	33
3020 Outlays (gross)	-39	-38	-40
3040 Recoveries of prior year unpaid obligations, unexpired	-1		
3050 Unpaid obligations, end of year	18	12	5
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	27	18	12
3200 Obligated balance, end of year	18	12	5
Budget authority and outlays, net:			
Mandatory:			
4090 Budget authority, gross	31	32	33
Outlays, gross:			
4100 Outlays from new mandatory authority	31	32	33
4101 Outlays from mandatory balances	8	6	7
4110 Outlays, gross (total)	39	38	40
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4120 Federal sources	-30	-31	-32
4123 Non-Federal sources	-1	-1	-1
4130 Offsets against gross budget authority and outlays (total)	-31	-32	-33
4170 Outlays, net (mandatory)	8	6	7
4190 Outlays, net (total)	8	6	7

The Saint Lawrence Seaway Development Corporation (SLSDC) is a wholly-owned U.S. Government corporation responsible for the operation, maintenance, and development of the U.S. portion of the St. Lawrence Seaway between Montreal and mid-Lake Erie. The St. Lawrence Seaway is a binational waterway and lock transportation system for the efficient and economic movement of commercial cargoes to and from the Great Lakes Region of North America. SLSDC works with its Canadian counterpart agency (the St. Lawrence Seaway Management Corporation) to ensure the reliability, safety, and security of the locks and waterway and the uninterrupted flow of maritime commerce through the system.

Appropriations from the Harbor Maintenance Trust Fund, and revenues from other non-Federal sources, are used to finance operational and capital asset renewal needs for the U.S. portion of the St. Lawrence Seaway.

Balance Sheet (in millions of dollars)

Identification code 69-4089-0-3-403	2012 actual	2013 actual
ASSETS:		
1101 Federal assets: Fund balances with Treasury	29	21
Other Federal assets:		
1801 Cash and other monetary assets	11	11
1803 Property, plant and equipment, net	91	112
1901 Other assets	5	6
1999 Total assets	136	150

LIABILITIES:

Non-Federal liabilities:			
2201 Accounts payable	5		5
2206 Pension and other actuarial liabilities	4		5
2999 Total liabilities	9		10
NET POSITION:			
3100 Invested Capital	106		127
3300 Cumulative results of operations	21		13
3999 Total net position	127		140
4999 Total liabilities and net position	136		150

Object Classification (in millions of dollars)

Identification code 69-4089-0-3-403	2013 actual	2014 est.	2015 est.
Reimbursable obligations:			
11.1 Personnel compensation: Full-time permanent	10	11	11
12.1 Civilian personnel benefits	3	3	3
25.2 Other services from non-Federal sources	1	1	1
25.3 Other goods and services from Federal sources	1	1	1
25.7 Operation and maintenance of equipment	1		1
26.0 Supplies and materials	1	1	1
31.0 Equipment	1	2	1
32.0 Land and structures	12	12	13
99.0 Reimbursable obligations	30	31	32
99.5 Below reporting threshold	1	1	1
99.9 Total new obligations	31	32	33

Employment Summary

Identification code 69-4089-0-3-403	2013 actual	2014 est.	2015 est.
2001 Reimbursable civilian full-time equivalent employment	126	144	144

Trust Funds**OPERATIONS AND MAINTENANCE**
(HARBOR MAINTENANCE TRUST FUND)

For necessary expenses to conduct the operations, maintenance, and capital asset renewal activities of those portions of the St. Lawrence Seaway owned, operated, and maintained by the Saint Lawrence Seaway Development Corporation, **[\$31,000,000] \$31,500,000**, to be derived from the Harbor Maintenance Trust Fund, pursuant to Public Law 99-662[, and of which \$15,150,000 shall remain available until September 30, 2016, for the Asset Renewal Program]. (*Department of Transportation Appropriations Act, 2014.*)

Program and Financing (in millions of dollars)

Identification code 69-8003-0-7-403	2013 actual	2014 est.	2015 est.
Obligations by program activity:			
0001 Operations and maintenance	31	31	32
0900 Total new obligations (object class 25.3)	31	31	32
Budgetary Resources:			
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)	31	31	32
1160 Appropriation, discretionary (total)	31	31	32
1930 Total budgetary resources available	31	31	32
Change in obligated balance:			
Unpaid obligations:			
3010 Obligations incurred, unexpired accounts	31	31	32
3020 Outlays (gross)	-31	-31	-32
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	31	31	32
Outlays, gross:			
4010 Outlays from new discretionary authority	31	31	32
4180 Budget authority, net (total)	31	31	32
4190 Outlays, net (total)	31	31	32

The Water Resources Development Act of 1986 authorizes use of the Harbor Maintenance Trust Fund as an appropriation source for the Saint Lawrence Seaway Development Corporation's operating and capital asset renewal programs.

PIPELINE AND HAZARDOUS MATERIALS SAFETY ADMINISTRATION

The following table depicts funding for all the Pipeline and Hazardous Materials Safety Administration programs.

[In millions of dollars]

	2013 Actual	2014 Enacted	2015 Est.
Budget authority:			
Operational Expenses	19	20	21
Hazardous Materials Safety	40	45	52
Research and Special Programs	0	0	0
Emergency Preparedness Grants	27	26	28
Pipeline Safety	87	100	140
Pipeline Safety Share of Oil Spill Liability Trust Fund	18	19	20
Total budget authority	191	210	261
Program level (obligations):			
Operational Expenses	20	20	20
Hazardous Materials Safety	41	49	52
Research and Special Programs	0	0	0
Emergency Preparedness Grants	27	26	28
Pipeline Safety	118	139	140
Pipeline Safety Share of Oil Spill Liability Trust Fund	18	19	20
Total program level	224	253	260
Outlays:			
Operational Expenses	19	21	20
Hazardous Materials Safety	40	46	49
Research and Special Programs	0	0	0
Emergency Preparedness Grants	24	30	32
Pipeline Safety	83	99	122
Pipeline Safety Share of Oil Spill Liability Trust Fund	19	20	20
Total outlays	185	216	243

Federal Funds

HAZARDOUS MATERIALS SAFETY

For expenses necessary to discharge the hazardous materials safety functions of the Pipeline and Hazardous Materials Safety Administration, **[\$45,000,000] \$52,000,000**, of which **[\$2,300,000] \$6,957,000** shall remain available until September 30, **[2016] 2017: Provided, That amounts collected from special permits and approval fees established in this Act (estimated to be \$12,000,000 in fiscal year 2015), shall be retained and used for necessary expenses in this appropriation, and shall remain available until expended: Provided further, That the sum herein appropriated from the general fund shall be reduced as such offsetting receipts are received during fiscal year 2015, so as to result in a final fiscal year 2015 appropriation from the general fund estimated at \$40,000,000: Provided further, That up to \$800,000 in fees collected under 49 U.S.C. 5108(g) shall be deposited in the general fund of the Treasury as offsetting receipts: Provided further, That there may be credited to this appropriation, to be available until expended, funds received from States, counties, municipalities, other public authorities, and private sources for expenses incurred for training, for reports publication and dissemination, and for travel expenses incurred in performance of hazardous materials exemptions and approvals functions. (Department of Transportation Appropriations Act, 2014.)**

Special and Trust Fund Receipts (in millions of dollars)

Identification code 69-1401-0-1-407	2013 actual	2014 est.	2015 est.
0100 Balance, start of year			
Receipts:			
0260 Hazardous Materials Approvals and Permits Fund			12

0400 Total: Balances and collections			12
0799 Balance, end of year			12

Program and Financing (in millions of dollars)

Identification code 69-1401-0-1-407	2013 actual	2014 est.	2015 est.
Obligations by program activity:			
0001 Hazardous materials safety	40	49	52
0801 Reimbursable program	1		
0900 Total new obligations	41	49	52
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	4	4	
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	42	45	52
1130 Appropriations permanently reduced	-2		
1160 Appropriation, discretionary (total)	40	45	52
Spending authority from offsetting collections, discretionary:			
1700 Collected	1		
1750 Spending auth from offsetting collections, disc (total)	1		
1900 Budget authority (total)	41	45	52
1930 Total budgetary resources available	45	49	52
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	4		
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	12	12	15
3010 Obligations incurred, unexpired accounts	41	49	52
3020 Outlays (gross)	-41	-46	-49
3050 Unpaid obligations, end of year	12	15	18
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	12	12	15
3200 Obligated balance, end of year	12	15	18
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	41	45	52
Outlays, gross:			
4010 Outlays from new discretionary authority	31	31	35
4011 Outlays from discretionary balances	10	15	14
4020 Outlays, gross (total)	41	46	49
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4030 Federal sources	-1		
4180 Budget authority, net (total)	40	45	52
4190 Outlays, net (total)	40	46	49

The Pipeline and Hazardous Materials Safety Administration (PHMSA) is responsible for advancing the safe transportation of hazardous materials, based on a comprehensive technical and analytical foundation to ensure that resources are effectively applied to minimize fatalities and injuries, mitigate the consequences of incidents that occur, and enhance safety. The program carries out its mission based on a foundation of five Cs: Classifying hazardous materials to ensure they are packaged and handled safely during transportation; Containing hazardous materials properly in accordance with the Hazardous Materials Regulations; Communicating to transportation workers and emergency responders regarding the hazards of the materials being transported; ensuring Compliance with the Hazardous Materials Regulations by enforcing safety standards, investigating incidents/failures and educating stakeholders; and Crisis Management to mitigate the consequences of hazardous materials incidents through grant and outreach programs.

HAZARDOUS MATERIALS SAFETY—Continued

Object Classification (in millions of dollars)

Identification code 69–1401–0–1–407	2013 actual	2014 est.	2015 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	17	20	20
11.3 Other than full-time permanent	1		
11.9 Total personnel compensation	18	20	20
12.1 Civilian personnel benefits	5	5	6
21.0 Travel and transportation of persons	1	2	2
23.1 Rental payments to GSA	2	2	2
25.1 Advisory and assistance services	4	6	7
25.3 Other goods and services from Federal sources	5	6	7
25.5 Research and development contracts	2	6	7
25.7 Operation and maintenance of equipment	3	1	1
99.0 Direct obligations	40	48	52
99.0 Reimbursable obligations	1		
99.5 Below reporting threshold		1	
99.9 Total new obligations	41	49	52

Employment Summary

Identification code 69–1401–0–1–407	2013 actual	2014 est.	2015 est.
1001 Direct civilian full-time equivalent employment	171	190	193

PIPELINE AND HAZARDOUS MATERIALS SAFETY ADMINISTRATION

OPERATIONAL EXPENSES

(PIPELINE SAFETY FUND)

(INCLUDING TRANSFER OF FUNDS)

For necessary operational expenses of the Pipeline and Hazardous Materials Safety Administration, **[\$21,654,000, of which \$639,000 shall be derived from the Pipeline Safety Fund]** *\$22,225,000: Provided, That \$1,500,000 shall be transferred to "Pipeline Safety" in order to fund "Pipeline Safety Information Grants to Communities" as authorized under section 60130 of title 49, United States Code. (Department of Transportation Appropriations Act, 2014.)*

Program and Financing (in millions of dollars)

Identification code 69–1400–0–1–407	2013 actual	2014 est.	2015 est.
Obligations by program activity:			
0001 Direct program activity	20	20	20
Budgetary Resources:			
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	20	21	22
1120 Appropriations transferred to other accts [69–5172]		–2	–2
1121 Appropriations transferred from other accts [69–5172]		1	
1130 Appropriations permanently reduced	–1		
1160 Appropriation, discretionary (total)	19	20	20
Spending authority from offsetting collections, discretionary:			
1700 Collected	1		
1750 Spending auth from offsetting collections, disc (total)	1		
1900 Budget authority (total)	20	20	20
1930 Total budgetary resources available	20	20	20
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	7	7	6
3010 Obligations incurred, unexpired accounts	20	20	20
3020 Outlays (gross)	–20	–21	–20
3050 Unpaid obligations, end of year	7	6	6
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	7	7	6
3200 Obligated balance, end of year	7	6	6
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	20	20	20

Outlays, gross:			
4010 Outlays from new discretionary authority	14	14	14
4011 Outlays from discretionary balances	6	7	6
4020 Outlays, gross (total)	20	21	20
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4030 Federal sources	–1		
4180 Budget authority, net (total)	19	20	20
4190 Outlays, net (total)	19	21	20

The success of the Pipeline and Hazardous Materials Safety Administration (PHMSA) safety programs depends on the performance of support organizations that empower the program offices to meet their safety mandate. PHMSA's support organizations include the Administrator, Deputy Administrator, Assistant Administrator/Chief Safety Officer, Chief Counsel, Governmental, International and Public Affairs, Associate Administrator for Administration/Chief Financial Officer, Information Technology Services, Administrative Services, Budget and Finance, Contracts and Procurement, Human Resources and Civil Rights.

Object Classification (in millions of dollars)

Identification code 69–1400–0–1–407	2013 actual	2014 est.	2015 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent	7	8	8
12.1 Civilian personnel benefits	2	2	2
23.1 Rental payments to GSA	1	1	1
25.1 Advisory and assistance services	1	1	1
25.3 Other goods and services from Federal sources	2	2	3
25.7 Operation and maintenance of equipment	5	5	5
99.0 Direct obligations	18	19	20
99.0 Reimbursable obligations	1		
99.5 Below reporting threshold	1	1	
99.9 Total new obligations	20	20	20

Employment Summary

Identification code 69–1400–0–1–407	2013 actual	2014 est.	2015 est.
1001 Direct civilian full-time equivalent employment	62	70	70
2001 Reimbursable civilian full-time equivalent employment	8	11	

PIPELINE SAFETY

(PIPELINE SAFETY FUND)

(OIL SPILL LIABILITY TRUST FUND)

(PIPELINE SAFETY DESIGN REVIEW FUND)

For expenses necessary to conduct the functions of the pipeline safety program, for grants-in-aid to carry out a pipeline safety program, as authorized by 49 U.S.C. 60107, and to discharge the pipeline program responsibilities of the Oil Pollution Act of 1990, **[\$119,087,000]** *\$158,000,000, of which [\$18,573,000] \$19,500,000 shall be derived from the Oil Spill Liability Trust Fund and shall remain available until September 30, [2016] 2017; and of which [\$98,514,000] \$136,500,000 shall be derived from the Pipeline Safety Fund, of which [\$54,436,000] \$78,309,000 shall remain available until September 30, [2016] 2017; and of which \$2,000,000, to remain available until expended, shall be derived as provided in this Act from the Pipeline Safety Design Review Fund*, as authorized in 49 U.S.C. 60117(n): *Provided, That not less than \$1,058,000 of the funds provided under this heading shall be for the One-Call state grant program*. *(Department of Transportation Appropriations Act, 2014.)*

Special and Trust Fund Receipts (in millions of dollars)

Identification code 69–5172–0–2–407	2013 actual	2014 est.	2015 est.
0100 Balance, start of year	40	40	40
Receipts:			
0260 Pipeline Safety Fund	86	99	137
0261 Pipeline Safety Design Review Fund			2

0299	Total receipts and collections	86	99	139
0400	Total: Balances and collections	126	139	179
Appropriations:				
0500	Pipeline Safety	-92	-99	-138
0501	Pipeline Safety	5		
0599	Total appropriations	-87	-99	-138
0610	Pipeline Safety	1		
0799	Balance, end of year	40	40	41

Program and Financing (in millions of dollars)

Identification code 69-5172-0-2-407	2013 actual	2014 est.	2015 est.
Obligations by program activity:			
0001 Operations	60	79	95
0002 Research and development	8	16	12
0003 Grants	50	44	53
0900 Total new obligations	118	139	160
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	23	20	
1021 Recoveries of prior year unpaid obligations	10		
1050 Unobligated balance (total)	33	20	
Budget authority:			
Appropriations, discretionary:			
1101 Appropriation (special or trust fund)	92	99	138
1120 Appropriations transferred to other accts [69-1400]		-1	
1121 Appropriations transferred from other accts [69-1400]		2	2
1132 Appropriations temporarily reduced	-5		
1160 Appropriation, discretionary (total)	87	100	140
Spending authority from offsetting collections, discretionary:			
1700 Collected	19	19	20
1701 Change in uncollected payments, Federal sources	-1		
1750 Spending auth from offsetting collections, disc (total)	18	19	20
1900 Budget authority (total)	105	119	160
1930 Total budgetary resources available	138	139	160
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	20		
Special and non-revolving trust funds:			
1952 Expired unobligated balance, start of year	2	2	2
1953 Expired unobligated balance, end of year	2	2	2
1954 Unobligated balance canceling	1		

Change in obligated balance:

Unpaid obligations:				
3000	Unpaid obligations, brought forward, Oct 1	81	86	107
3010	Obligations incurred, unexpired accounts	118	139	160
3020	Outlays (gross)	-102	-118	-142
3040	Recoveries of prior year unpaid obligations, unexpired	-10	.....	.....
3041	Recoveries of prior year unpaid obligations, expired	-1	.....	.....
		<hr/>	<hr/>	<hr/>
3050	Unpaid obligations, end of year	86	107	125
Uncollected payments:				
3060	Uncollected pymts, Fed sources, brought forward, Oct 1	-14	-13	-13
3070	Change in uncollected pymts, Fed sources, unexpired	1	.....	.....
		<hr/>	<hr/>	<hr/>
3090	Uncollected pymts, Fed sources, end of year	-13	-13	-13
Memorandum (non-add) entries:				
3100	Obligated balance, start of year	67	73	94
3200	Obligated balance, end of year	73	94	112

Budget authority and outlays, net:

Discretionary:				
4000	Budget authority, gross	105	119	160
Outlays, gross:				
4010	Outlays from new discretionary authority	39	58	79
4011	Outlays from discretionary balances	63	60	63
4020	Outlays, gross (total)	102	118	142
Offsets against gross budget authority and outlays:				
Offsetting collections (collected) from:				
4030	Federal sources	-19	-19	-20
Additional offsets against gross budget authority only:				
4050	Change in uncollected pymts, Fed sources, unexpired	1		
4070	Budget authority, net (discretionary)	87	100	140
4080	Outlays, net (discretionary)	83	99	122
4180	Budget authority, net (total)	87	100	140
4190	Outlays, net (total)	83	99	122

The Pipeline and Hazardous Materials Safety Administration (PHMSA) is responsible for the Pipeline Safety program. PHMSA provides safety oversight of the Nation's 2.6 million miles of gas and hazardous liquid pipelines, which are owned and operated by private industry. PHMSA, and its state pipeline safety partners, use a data-driven process to address the risks pipelines pose to the public and the environment. This includes data analysis, damage prevention, education and training, enforcement of regulations and standards, research and development, grants for States' pipeline safety programs and emergency planning for response to accidents.

Object Classification (in millions of dollars)

Identification code 69-5172-0-2-407	2013 actual	2014 est.	2015 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent	21	22	28
12.1 Civilian personnel benefits	6	6	9
21.0 Travel and transportation	3	4	5
23.1 Rental payments to GSA	2	4	5
23.3 Communications, utilities, and miscellaneous charges - wcf	1	1	2
25.1 Advisory and assistance services	12	31	34
25.2 Other services from non-Federal sources		1	2
25.3 Other goods and services from Federal sources	7	6	7
25.5 Research and development contracts	8	16	12
25.7 Operation and maintenance of equipment	6		
31.0 Equipment	1	3	3
41.0 Grants, subsidies, and contributions	50	45	53
99.0 Direct obligations	117	139	160
99.5 Below reporting threshold	1		
99.9 Total new obligations	118	139	160

Employment Summary

Identification code 69-5172-0-2-407	2013 actual	2014 est.	2015 est.
1001 Direct civilian full-time equivalent employment	197	221	281

EMERGENCY PREPAREDNESS GRANTS**(EMERGENCY PREPAREDNESS FUND)**

For necessary expenses to carry out 49 U.S.C. 5128(b), \$188,000, to be derived from the Emergency Preparedness Fund, to remain available until September 30, [2015] 2016: *Provided*, That not more than \$28,318,000 shall be made available for obligation in fiscal year [2014] 2015 from amounts made available by 49 U.S.C. 5116(i) and 5128(b)-(c): *Provided further*, That none of the funds made available by 49 U.S.C. 5116(i), 5128(b), or 5128(c) shall be made available for obligation by individuals other than the Secretary of Transportation, or his designee. (*Department of Transportation Appropriations Act, 2014.*)

Special and Trust Fund Receipts (in millions of dollars)

Identification code 69-5282-0-2-407	2013 actual	2014 est.	2015 est.
0100 Balance, start of year	27	15	15
Receipts:			
0220 Hazardous Materials Transportation Registration, Filing, and Permit Fees, Emergency Preparedness Grants	15	26	28
0400 Total: Balances and collections	42	41	43
Appropriations:			
0500 Emergency Preparedness Grants	-15	-28	-28
0501 Emergency Preparedness Grants	-13		
0502 Emergency Preparedness Grants	1	2	
0599 Total appropriations	-27	-26	-28
0799 Balance, end of year	15	15	15

Program and Financing (in millions of dollars)

Identification code 69-5282-0-2-407	2013 actual	2014 est.	2015 est.
Obligations by program activity:			
0001 Grants	21	20	22

EMERGENCY PREPAREDNESS GRANTS—Continued
Program and Financing—Continued

Identification code 69–5282–0–2–407		2013 actual	2014 est.	2015 est.
0002	Competitive Training Grants	4	4	3
0003	Supplemental Training Grants	1	1	1
0004	Operations	1	1	2
0900	Total new obligations	27	26	28
Budgetary Resources:				
Budget authority:				
Appropriations, mandatory:				
1201	Appropriation (special or trust fund)	15	28	28
1203	Appropriation (previously unavailable)	13		
1232	Appropriations and/or unobligated balance of appropriations temporarily reduced	–1	–2	
1260	Appropriations, mandatory (total)	27	26	28
1900	Budget authority (total)	27	26	28
1930	Total budgetary resources available	27	26	28
Change in obligated balance:				
Unpaid obligations:				
3000	Unpaid obligations, brought forward, Oct 1	40	43	39
3010	Obligations incurred, unexpired accounts	27	26	28
3020	Outlays (gross)	–24	–30	–32
3050	Unpaid obligations, end of year	43	39	35
Memorandum (non-add) entries:				
3100	Obligated balance, start of year	40	43	39
3200	Obligated balance, end of year	43	39	35
Budget authority and outlays, net:				
Mandatory:				
4090	Budget authority, gross	27	26	28
Outlays, gross:				
4100	Outlays from new mandatory authority	1	10	10
4101	Outlays from mandatory balances	23	20	22
4110	Outlays, gross (total)	24	30	32
4180	Budget authority, net (total)	27	26	28
4190	Outlays, net (total)	24	30	32

Federal hazardous material law (49 U.S.C. 5101 et seq.) established a national registration program for shippers and carriers of hazardous materials in 1992. The law also established collection of fees from registrants. These fees finance emergency preparedness planning and training grants; development of training curriculum guidelines for emergency responders and technical assistance to States, political subdivisions, and American Indian Tribes; publication and distribution of the Emergency Response Guidebook; and administrative costs for operating the program.

Object Classification (in millions of dollars)

Identification code 69–5282–0–2–407		2013 actual	2014 est.	2015 est.
Direct obligations:				
25.3	Other goods and services from Federal sources	1		
41.0	Grants, subsidies, and contributions	25	25	26
99.0	Direct obligations	26	25	26
99.5	Below reporting threshold	1	1	2
99.9	Total new obligations	27	26	28

Trust Funds

TRUST FUND SHARE OF PIPELINE SAFETY

Program and Financing (in millions of dollars)

Identification code 69–8121–0–7–407		2013 actual	2014 est.	2015 est.
Obligations by program activity:				
0001	Trust fund share of pipeline safety	18	19	20
0900	Total new obligations (object class 94.0)	18	19	20

Budgetary Resources:

Budget authority:				
Appropriations, discretionary:				
1101	Appropriation (special or trust fund)	19	19	20
1132	Appropriations temporarily reduced	–1		
1160	Appropriation, discretionary (total)	18	19	20
1930	Total budgetary resources available	18	19	20
Change in obligated balance:				
Unpaid obligations:				
3000	Unpaid obligations, brought forward, Oct 1	14	13	12
3010	Obligations incurred, unexpired accounts	18	19	20
3020	Outlays (gross)	–19	–20	–20
3050	Unpaid obligations, end of year	13	12	12
Memorandum (non-add) entries:				
3100	Obligated balance, start of year	14	13	12
3200	Obligated balance, end of year	13	12	12
Budget authority and outlays, net:				
Discretionary:				
4000	Budget authority, gross	18	19	20
Outlays, gross:				
4010	Outlays from new discretionary authority	6	9	10
4011	Outlays from discretionary balances	13	11	10
4020	Outlays, gross (total)	19	20	20
4180	Budget authority, net (total)	18	19	20
4190	Outlays, net (total)	19	20	20

The Oil Pollution Act of 1990 requires the preparation of spill response plans by operators that store, handle, or transport oil to minimize the environmental impact of oil spills and to improve public and private sector response. The Pipeline and Hazardous Materials Safety Administration (PHMSA) reviews response plans submitted by operators of onshore oil pipelines to ensure the plans comply with PHMSA regulations. These plans also must be regularly updated by the operator and submitted for subsequent review by PHMSA. PHMSA also seeks to improve oil spill preparedness and response through data analysis, spill monitoring, mapping pipelines in areas unusually sensitive to environmental damage, and advanced technologies to detect and prevent leaks from hazardous liquid pipelines. These and related activities are funded in part by the Oil Spill Liability Trust Fund.

ADMINISTRATIVE PROVISIONS—PIPELINE AND HAZARDOUS MATERIALS SAFETY ADMINISTRATION

SEC. 1. Establishment.

(a) There is established a Hazardous Materials Approvals and Permits fund for the administration of special permits and approvals.

(b) The Secretary of Transportation shall collect a reasonable fee, to the extent and in such amounts as provided in advance in appropriations acts, for the administration of special permits and approvals, as specified in paragraph (c), which shall be deposited in the fund established in paragraph (a).

(c) For 2015, fees for permits and approvals shall be as follows:

(1) New Special Permits: \$3,000 per application, under 49 C.F.R. 107.105.

(2) Modification of a Special Permit: \$3,000 per application modification, under 49 C.F.R. 107.121.

(3) Renewal Special Permit: \$1,000 per application, under 49 C.F.R. 107.109.

(4) Party Status Special Permit: \$1,000 per application, under 49 C.F.R. 107.107.

(5) Cylinder Manufacturer Approvals: \$3,000 per application for approval, under 49 C.F.R. 107.805.

(6) All Other Approvals: \$700 per application, under 49 C.F.R. 107 Subpart H and Subpart I.

SEC. 2. Subsection(i)(4) of section 5116 of title 49, United States Code, is amended by striking "2 percent" and inserting "4 percent".

SEC. 3. Notwithstanding section 60117(n)(1)(B) of title 49, United States Code, the Secretary may require the person proposing any project with design and construction costs over \$2,500,000,000 for the construction,

expansion, or operation of a gas or hazardous liquid pipeline facility or liquefied natural gas pipeline facility to pay the costs incurred by the Secretary relating to a facility design safety review.

OFFICE OF INSPECTOR GENERAL

Federal Funds

OFFICE OF INSPECTOR GENERAL

SALARIES AND EXPENSES

For necessary expenses of the Office of the Inspector General to carry out the provisions of the Inspector General Act of 1978, as amended, **[\$85,605,000] \$86,223,000: Provided**, That the Inspector General shall have all necessary authority, in carrying out the duties specified in the Inspector General Act, as amended (5 U.S.C. App. 3), to investigate allegations of fraud, including false statements to the government (18 U.S.C. 1001), by any person or entity that is subject to regulation by the Department: *Provided further*, That the funds made available under this heading may be used to investigate, pursuant to section 41712 of title 49, United States Code: (1) unfair or deceptive practices and unfair methods of competition by domestic and foreign air carriers and ticket agents; and (2) the compliance of domestic and foreign air carriers with respect to item (1) of this proviso: *Provided further*, That: (1) the Inspector General shall have the authority to audit and investigate the Metropolitan Washington Airports Authority (MWAA); (2) in carrying out these audits and investigations the Inspector General shall have all the authorities described under section 6 of the Inspector General Act (5 U.S.C. App.); (3) MWAA Board Members, employees, contractors, and subcontractors shall cooperate and comply with requests from the Inspector General, including providing testimony and other information; (4) The Inspector General shall be permitted to observe closed executive sessions of the MWAA Board of Directors; (5) MWAA shall pay the expenses of the Inspector General, including staff salaries and benefits and associated operating costs, which shall be credited to this appropriation and remain available until expended; and (6) if MWAA fails to make funds available to the Inspector General within 30 days after a request for such funds is received, then the Inspector General shall notify the Secretary of Transportation, who shall not approve a grant for MWAA under section 47107(b) of title 49, United States Code, until such funding is made available for the Inspector General: *Provided further*, That hereafter funds transferred to the Office of the Inspector General through forfeiture proceedings or from the Department of Justice Assets Forfeiture Fund or the Department of the Treasury Forfeiture Fund, as a participating agency, as an equitable share from the forfeiture of property in investigations in which the Office of Inspector General participates, or through the granting of a Petition for Remission or Mitigation, shall be deposited to the credit of this account for law enforcement activities authorized under the Inspector General Act of 1978, as amended, to remain available until expended. (*Department of Transportation Appropriations Act, 2014.*)

Program and Financing (in millions of dollars)

Identification code 69-0130-0-1-407	2013 actual	2014 est.	2015 est.
Obligations by program activity:			
0101 General administration	75	86	86
0102 ARRA oversight administration	4		
0103 Disaster Relief and Oversight FY 2013		2	3
0900 Total new obligations	79	88	89
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	4	6	4
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	79	86	86
1121 Appropriations transferred from other accts (69-1140)	6		
1130 Appropriations permanently reduced	-4		
1160 Appropriation, discretionary (total)	81	86	86
1900 Budget authority (total)	81	86	86
1930 Total budgetary resources available	85	92	90
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	6	4	1

Change in obligated balance:

Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	8	8	9
3010 Obligations incurred, unexpired accounts	79	88	89
3020 Outlays (gross)	-78	-87	-89
3041 Recoveries of prior year unpaid obligations, expired	-1		
3050 Unpaid obligations, end of year	8	9	9
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	8	8	9
3200 Obligated balance, end of year	8	9	9

Budget authority and outlays, net:

Discretionary:			
4000 Budget authority, gross	81	86	86
Outlays, gross:			
4010 Outlays from new discretionary authority	68	77	77
4011 Outlays from discretionary balances	10	10	12
4020 Outlays, gross (total)	78	87	89
4180 Budget authority, net (total)	81	86	86
4190 Outlays, net (total)	78	87	89

The Department of Transportation (DOT) Inspector General conducts independent audits, investigations and evaluations to promote economy, efficiency and effectiveness in the administration of DOT programs and operations, including contracts, grants, and financial management; and, to prevent and detect fraud, waste, and abuse in such activities. This appropriation provides funds to enable the Office of the Inspector General to perform these oversight responsibilities in accordance with the Inspector General Act of 1978, as Amended (5 U.S.C. App. 3).

Object Classification (in millions of dollars)

Identification code 69-0130-0-1-407	2013 actual	2014 est.	2015 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	41	46	46
11.3 Other than full-time permanent	1		
11.5 Other personnel compensation	2	3	3
11.9 Total personnel compensation	44	49	49
12.1 Civilian personnel benefits	15	16	16
21.0 Travel and transportation of persons	2	3	3
23.1 Rental payments to GSA	5	6	6
23.3 Communications, utilities, and miscellaneous charges	1	1	1
25.1 Advisory and assistance services	1		
25.2 Other services from non-Federal sources	3	4	4
25.3 Other goods and services from Federal sources	5	6	6
25.7 Operation and maintenance of equipment	1	1	1
31.0 Equipment	1	1	1
99.0 Direct obligations	78	87	87
99.5 Below reporting threshold	1	1	2
99.9 Total new obligations	79	88	89

Employment Summary

Identification code 69-0130-0-1-407	2013 actual	2014 est.	2015 est.
1001 Direct civilian full-time equivalent employment	400	422	422

SURFACE TRANSPORTATION BOARD

Federal Funds

SURFACE TRANSPORTATION BOARD

SALARIES AND EXPENSES

For necessary expenses of the Surface Transportation Board, including services authorized by 5 U.S.C. 3109, **[\$31,000,000] \$31,500,000: Provided**, That notwithstanding any other provision of law, not to exceed \$1,250,000 from fees established by the Chairman of the Surface Transportation Board shall be credited to this appropriation as offsetting collections and used for necessary and authorized expenses under this heading: *Provided further*, That the sum herein appropriated from the general fund shall be reduced on a dollar-for-dollar basis as such offsetting

SURFACE TRANSPORTATION BOARD—Continued

collections are received during fiscal year [2014] 2015, to result in a final appropriation from the general fund estimated at no more than [\$29,750,000] \$30,250,000. (Department of Transportation Appropriations Act, 2014.)

Program and Financing (in millions of dollars)

Identification code 69-0301-0-1-401	2013 actual	2014 est.	2015 est.
Obligations by program activity:			
0001 Rail carriers	26	29	28
0002 Other surface transportation carriers	1	1	1
0100 Total direct obligations	27	30	29
0799 Total direct obligations	27	30	29
0812 Reimbursable rail carriers	1	1	1
0900 Total new obligations	28	31	30
Budgetary Resources:			
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	28	30	30
1130 Appropriations permanently reduced	-1		
1160 Appropriation, discretionary (total)	27	30	30
Spending authority from offsetting collections, discretionary:			
1700 Collected	1	1	1
1750 Spending auth from offsetting collections, disc (total)	1	1	1
1900 Budget authority (total)	28	31	31
1930 Total budgetary resources available	28	31	31
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year			1
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	3	2	2
3010 Obligations incurred, unexpired accounts	28	31	30
3020 Outlays (gross)	-29	-31	-31
3050 Unpaid obligations, end of year	2	2	1
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	3	2	2
3200 Obligated balance, end of year	2	2	1
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	28	31	31
Outlays, gross:			
4010 Outlays from new discretionary authority	26	28	28
4011 Outlays from discretionary balances	3	3	3
4020 Outlays, gross (total)	29	31	31
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4033 Non-Federal sources	-1	-1	-1
4180 Budget authority, net (total)	27	30	30
4190 Outlays, net (total)	28	30	30

The Surface Transportation Board (the Board) was created on January 1, 1996, by P.L. 104-88, the Interstate Commerce Commission Termination Act of 1995 (ICCTA). The Board is specifically responsible for the regulation of the rail and pipeline industries and certain non-licensing regulation of motor carriers and water carriers.

Rail Carriers.—This regulatory oversight encompasses the regulation of rates, mergers and acquisitions, construction, and abandonment of railroad lines, as well as the planning, analysis, and policy development associated with these activities.

Other Surface Transportation Carriers.—This regulatory oversight includes certain regulation of the intercity bus industry and surface pipeline carriers as well as the rate regulation of water transportation in non-contiguous domestic trade, household-good carriers, and collectively determined motor rates.

Fiscal Year 2015 Program.—\$31,500,000 is requested to implement rulemakings and adjudicate the ongoing caseload within

the directives and deadlines set forth by the ICCTA. This includes a request for \$1,250,00 from offsetting collections of user fees.

The following paragraph is presented in compliance with Section 703 of the ICCTA. It is presented without change or correction.

The Board's Request to the Office of Management and Budget (OMB).—The Board had submitted to the Secretary of Transportation and the OMB a 2015 appropriation request of \$34,411,000 and a request that \$1,250,000 from the offsetting collection of user fees be made available to the Board to operate at 170 full time equivalents. The offsetting collection of user fees is based on the costs incurred by the Board for fee-related activities and is commensurate with the costs of processing parties' submissions. In past fiscal years, the Board received both an appropriation and authorization for offsetting collections to be made available to the appropriation for the Board's expenses. The 2015 Budget request reflects offsetting collections as a credit to the appropriation received, to the extent that they are collected.

This level of funding is necessary to implement rulemakings and adjudicate the ongoing caseload within the deadlines imposed by ICCTA. The Board requires adequate resources to perform key functions under the ICCTA, including rail rate reasonableness oversight; the processing of rail consolidations, abandonments, and other restructuring proposals; and the resolution of non-rail matters. This request also includes staffing and resources required to implement the Board's expanded jurisdiction with respect to regulation of passenger rail service under the Passenger Rail Investment and Improvement Act of 2008 (P.L. No. 110-432) and the enhancement of the Board's audit program to monitor the financial condition of the Nation's railroads.

Object Classification (in millions of dollars)

Identification code 69-0301-0-1-401	2013 actual	2014 est.	2015 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	15	17	16
11.3 Other than full-time permanent	1	1	1
11.9 Total personnel compensation	16	18	17
12.1 Civilian personnel benefits	4	5	5
23.1 Rental payments to GSA	4	4	4
25.2 Other services from non-Federal sources	1	1	1
25.3 Other goods and services from Federal sources	2	2	2
99.0 Direct obligations	27	30	29
99.0 Reimbursable obligations	1	1	1
99.9 Total new obligations	28	31	30

Employment Summary

Identification code 69-0301-0-1-401	2013 actual	2014 est.	2015 est.
1001 Direct civilian full-time equivalent employment	131	151	144
2001 Reimbursable civilian full-time equivalent employment	5	5	5

MARITIME ADMINISTRATION

Federal Funds

OPERATIONS AND TRAINING

For necessary expenses of operations and training activities authorized by law, [\$148,003,000] \$148,400,000, of which \$11,300,000 shall remain available until expended for maintenance and repair of training ships at State Maritime Academies, and of which \$2,400,000 shall remain available through September 30, [2015] 2016, for the Student Incentive Program [payments] at State Maritime Academies, and of which [\$16,000,000] \$14,500,000 shall remain available until expended for facilities maintenance and repair, equipment, and capital improvements at the United State Merchant Marine Academy, and of which \$3,000,000 shall remain available through September 30, 2016 for Maritime Envir-

onment and Technology Assistance grants, contracts, and cooperative agreements: *Provided*, That amounts apportioned for the United States Merchant Marine Academy shall be available only upon allotments made personally by the Secretary of Transportation or the Assistant Secretary for Budget and Programs: *Provided further*, That the Superintendent, Deputy Superintendent and the Director of the Office of Resource Management of the United State Merchant Marine Academy may not be allotment holders for the United States Merchant Marine Academy, and the Administrator of the Maritime Administration shall hold all allotments made by the Secretary of Transportation or the Assistant Secretary for Budget and Programs under the previous proviso: *Provided further*, That 50 percent of the funding made available for the United States Merchant Marine Academy under this heading shall be available only after the Secretary, in consultation with the Superintendent and the Maritime Administrator, completes a plan detailing by program or activity how such funding will be expended at the Academy, and this plan is submitted to the House and Senate Committees on Appropriations: *Provided further*, That the Administrator shall submit a report to the House and Senate Committees on Appropriations within 90 days of the date of enactment of this Act detailing the current and future impacts of reductions in government impelled cargo on the U.S. Merchant Marine as a result of changes to cargo preference requirements included in the Bipartisan Budget Act of 2013, the Moving Ahead for Progress in the 21st Century Act (MAP-21), the historical reductions in the P.L. 480 title II Food for Peace program, and the winding down of the wars in Iraq and Afghanistan: *Provided further*, That the Secretary of Transportation and the Administrator, in collaboration with the Department of Defense, shall further develop a national sealift strategy that ensures the long-term viability of the U.S. Merchant Marine]. (*Department of Transportation Appropriations Act, 2014.*)

Program and Financing (in millions of dollars)

Identification code 69–1750–0–1–403	2013 actual	2014 est.	2015 est.
Obligations by program activity:			
0001 Merchant Marine Academy	77	108	80
0002 State marine schools	17	21	17
0003 MARAD operations	50	51	51
0004 Other Maritime Programs	1	10	.....
0100 Subtotal, Direct program	145	190	148
0799 Total direct obligations	145	190	148
0801 Reimbursable program	11	44	28
0900 Total new obligations	156	234	176
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	54	58	.....
1021 Recoveries of prior year unpaid obligations	2	.....	.....
1050 Unobligated balance (total)	56	58	.....
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	156	148	148
1130 Appropriations permanently reduced	–8	.....	.....
1160 Appropriation, discretionary (total)	148	148	148
Spending authority from offsetting collections, discretionary:			
1700 Collected	6	28	28
1701 Change in uncollected payments, Federal sources	5	.....	.....
1750 Spending auth from offsetting collections, disc (total)	11	28	28
1900 Budget authority (total)	159	176	176
1930 Total budgetary resources available	215	234	176
Memorandum (non-add) entries:			
1940 Unobligated balance expiring	–1	.....	.....
1941 Unexpired unobligated balance, end of year	58	.....	.....
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	97	78	105
3010 Obligations incurred, unexpired accounts	156	234	176
3011 Obligations incurred, expired accounts	1	.....	.....
3020 Outlays (gross)	–170	–207	–205
3040 Recoveries of prior year unpaid obligations, unexpired	–2	.....	.....
3041 Recoveries of prior year unpaid obligations, expired	–4	.....	.....
3050 Unpaid obligations, end of year	78	105	76
Uncollected payments:			
3060 Uncollected pymts, Fed sources, brought forward, Oct 1	–24	–27	–27

3070	Change in uncollected pymts, Fed sources, unexpired	–5	.....	.....
3071	Change in uncollected pymts, Fed sources, expired	2	.....	.....
3090	Uncollected pymts, Fed sources, end of year	–27	–27	–27
Memorandum (non-add) entries:				
3100	Obligated balance, start of year	73	51	78
3200	Obligated balance, end of year	51	78	49
Budget authority and outlays, net:				
Discretionary:				
4000	Budget authority, gross	159	176	176
Outlays, gross:				
4010	Outlays from new discretionary authority	108	154	154
4011	Outlays from discretionary balances	62	53	51
4020	Outlays, gross (total)	170	207	205
Offsets against gross budget authority and outlays:				
Offsetting collections (collected) from:				
4030	Federal sources	–8	–28	–28
4033	Non-Federal sources	–1	.....	.....
4040	Offsets against gross budget authority and outlays (total)	–9	–28	–28
Additional offsets against gross budget authority only:				
4050	Change in uncollected pymts, Fed sources, unexpired	–5	.....	.....
4052	Offsetting collections credited to expired accounts	3	.....	.....
4060	Additional offsets against budget authority only (total)	–2	.....	.....
4070	Budget authority, net (discretionary)	148	148	148
4080	Outlays, net (discretionary)	161	179	177
4180	Budget authority, net (total)	148	148	148
4190	Outlays, net (total)	161	179	177

The appropriation for Operations and Training provides funding for staff to administer and direct Maritime Administration operations and training programs. Maritime Administration operations include planning for coordination of U.S. maritime industry activities under emergency conditions; technology assessments calculated to achieve advancements in ship design, construction and operation; and port and intermodal development to increase capacity and mitigate congestion in freight movements. Maritime training programs include the operation of the U.S. Merchant Marine Academy and financial assistance to the six State maritime academies.

The Operations and Training Budget request of \$148.4 million includes \$79.8 million for the United States Merchant Marine Academy, \$17.7 million for the State Maritime Academies, and \$50.9 million for agency operations and programs.

Object Classification (in millions of dollars)

Identification code 69–1750–0–1–403		2013 actual	2014 est.	2015 est.
Direct obligations:				
Personnel compensation:				
11.1	Full-time permanent	38	39	40
11.3	Other than full-time permanent	7	7	7
11.5	Other personnel compensation	1	1	1
11.9	Total personnel compensation	46	47	48
12.1	Civilian personnel benefits	14	14	14
21.0	Travel and transportation of persons	2	3	2
23.1	Rental payments to GSA	3	3	3
23.3	Communications, utilities, and miscellaneous charges	4	6	4
25.2	Other services from non-Federal sources	52	78	53
26.0	Supplies and materials	5	8	5
31.0	Equipment	3	4	3
32.0	Land and structures	14	22	14
41.0	Grants, subsidies, and contributions	2	5	2
99.0	Direct obligations	145	190	148
99.0	Reimbursable obligations	11	44	28
99.9	Total new obligations	156	234	176

Employment Summary

Identification code 69–1750–0–1–403	2013 actual	2014 est.	2015 est.
1001 Direct civilian full-time equivalent employment	468	490	490
2001 Reimbursable civilian full-time equivalent employment	2	2	2

OPERATIONS AND TRAINING—Continued
Employment Summary—Continued

Identification code 69–1750–0–1–403	2013 actual	2014 est.	2015 est.
3001 Allocation account civilian full-time equivalent employment	2	4	4

ASSISTANCE TO SMALL SHIPYARDS

Program and Financing (in millions of dollars)

Identification code 69–1770–0–1–403	2013 actual	2014 est.	2015 est.
Obligations by program activity:			
0001 Grants for Capital Improvement for Small Shipyards	9		
0900 Total new obligations (object class 41.0)	9		
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	1	1	1
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	10		
1130 Appropriations permanently reduced	–1		
1160 Appropriation, discretionary (total)	9		
1930 Total budgetary resources available	10	1	1
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	1	1	1
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	23	19	
3010 Obligations incurred, unexpired accounts	9		
3020 Outlays (gross)	–13	–19	
3050 Unpaid obligations, end of year	19		
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	23	19	
3200 Obligated balance, end of year	19		
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	9		
Outlays, gross:			
4011 Outlays from discretionary balances	13	19	
4180 Budget authority, net (total)	9		
4190 Outlays, net (total)	13	19	

The National Defense Authorization Act of 2006 authorized the Maritime Administration to make grants for capital and related improvements at eligible shipyard facilities that will foster efficiency, competitive operations, and quality ship construction, repair, and reconfiguration. Grant funds may also be used for maritime training programs to enhance technical skills and operational productivity in communities whose economies are related to or dependent upon the maritime industry.

No new funds are requested for 2015.

Employment Summary

Identification code 69–1770–0–1–403	2013 actual	2014 est.	2015 est.
1001 Direct civilian full-time equivalent employment		2	2

SHIP DISPOSAL

For necessary expenses related to the disposal of obsolete vessels in the National Defense Reserve Fleet of the Maritime Administration, \$4,800,000, to remain available until expended. (*Department of Transportation Appropriations Act, 2014.*)

Program and Financing (in millions of dollars)

Identification code 69–1768–0–1–403	2013 actual	2014 est.	2015 est.
Obligations by program activity:			
0001 Ship disposal	8	8	3
0002 N.S.Savannah	3	3	3
0900 Total new obligations	11	11	6
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	12	8	2
1021 Recoveries of prior year unpaid obligations	1		
1050 Unobligated balance (total)	13	8	2
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	6	5	5
1160 Appropriation, discretionary (total)	6	5	5
1930 Total budgetary resources available	19	13	7
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	8	2	1
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	3	4	6
3010 Obligations incurred, unexpired accounts	11	11	6
3020 Outlays (gross)	–9	–9	–9
3040 Recoveries of prior year unpaid obligations, unexpired	–1		
3050 Unpaid obligations, end of year	4	6	3
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	3	4	6
3200 Obligated balance, end of year	4	6	3
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	6	5	5
Outlays, gross:			
4010 Outlays from new discretionary authority	2	3	3
4011 Outlays from discretionary balances	7	6	6
4020 Outlays, gross (total)	9	9	9
4180 Budget authority, net (total)	6	5	5
4190 Outlays, net (total)	9	9	9

The Ship Disposal program provides resources to properly dispose of obsolete government-owned merchant ships maintained by the Maritime Administration in the National Defense Reserve Fleet. The Maritime Administration contracts with domestic shipbreaking firms to dismantle these vessels in accordance with guidelines set forth by the U.S. Environmental Protection Agency. In FY 2015, the Ship Disposal program request includes \$2 million to support continued obsolete vessel disposal and \$2.8 million for maintaining the NS Savannah in protective storage.

Object Classification (in millions of dollars)

Identification code 69–1768–0–1–403	2013 actual	2014 est.	2015 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent	1	1	1
25.1 Advisory and assistance services	2	2	1
25.4 Operation and maintenance of facilities	8	8	4
99.9 Total new obligations	11	11	6

Employment Summary

Identification code 69–1768–0–1–403	2013 actual	2014 est.	2015 est.
1001 Direct civilian full-time equivalent employment	11	11	11

MARITIME ADMINISTRATION

MARITIME SECURITY PROGRAM

For necessary expenses to maintain and preserve a U.S.-flag merchant fleet to serve the national security needs of the United States,

[\$186,000,000] \$211,000,000, to remain available until expended, of which \$25,000,000 is to mitigate the impact to the domestic merchant marine: Provided, That these funds shall only be available to the extent that any fiscal year 2015 legislation is enacted that permits at least 25 percent of funds appropriated for Title II of the Food for Peace Act (P.L. 83–480), as amended, to be used for monetary awards for emergency programs: Provided further, That at least \$1,000,000 of these funds shall be used to support training programs to retain and advance U.S. citizen mariners for critical positions as determined by the Secretary of Transportation in consultation with the Commandant of the Coast Guard: Provided further, That up to \$24,000,000 of the remaining funds shall be used for other support to mariners, such as providing payments to operators of vessels in foreign trade separate from Maritime Security Program payments, on such terms and conditions as the Secretary of Transportation may determine in consultation with the Secretary of Defense: Provided further, That the use of up to \$24,000,000 for other support to mariners, such as providing payments to vessel operators separate from Maritime Security Program payments, shall be implemented through regulations promulgated by the Secretary of Transportation in consultation with the Secretary of Defense. (Department of Transportation Appropriations Act, 2014.)

Program and Financing (in millions of dollars)

Identification code 69–1711–0–1–054	2013 actual	2014 est.	2015 est.
Obligations by program activity:			
0001 Maritime Security Program	167	186	186
0002 Food Aid Carrier Mariner Support			25
0900 Total new obligations (object class 41.0)	167	186	211
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	4		
1021 Recoveries of prior year unpaid obligations	3		
1050 Unobligated balance (total)	7		
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	174	186	211
1130 Appropriations permanently reduced	–14		
1160 Appropriation, discretionary (total)	160	186	211
1930 Total budgetary resources available	167	186	211
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	20	1	14
3010 Obligations incurred, unexpired accounts	167	186	211
3020 Outlays (gross)	–183	–173	–209
3040 Recoveries of prior year unpaid obligations, unexpired	–3		
3050 Unpaid obligations, end of year	1	14	16
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	20	1	14
3200 Obligated balance, end of year	1	14	16
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	160	186	211
Outlays, gross:			
4010 Outlays from new discretionary authority	167	173	196
4011 Outlays from discretionary balances	16		13
4020 Outlays, gross (total)	183	173	209
4180 Budget authority, net (total)	160	186	211
4190 Outlays, net (total)	183	173	209

The Maritime Security Program provides direct payments to U.S. flag ship operators engaged in foreign commerce to partially offset the higher operating costs of U.S. registry. The purpose of the program is to establish and sustain a fleet of active ships that are privately owned, commercially viable, and militarily useful to meet national defense and other emergency sealift requirements. Participating operators are required to make their ships and commercial transportation resources available upon request by the Secretary of Defense during times of war or national emergency. Commercial transportation resources include ships,

logistics management services, port terminal facilities, and U.S. citizen merchant mariners to crew both commercial and government-owned merchant ships. The 2015 Budget proposes international food aid reform that would increase flexibility within P.L. 480 Title II emergency programs, which could, over time, reduce overall volumes of agricultural commodities available for transport on U.S.-flag vessels. Therefore, the Budget requests an additional \$25 million, as a component of this reform, for support to mariners and vessel operators in foreign trade and to accelerate the training and credentialing of mariners in occupations deemed critical to sustain a balanced and capable U.S. citizen merchant marine.

OPERATING-DIFFERENTIAL SUBSIDIES**Program and Financing** (in millions of dollars)

Identification code 69–1709–0–1–403	2013 actual	2014 est.	2015 est.
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	11		
1029 Other balances withdrawn	–11		

This program has been replaced by the Maritime Security Program. Final settlement of open contracts to close financial accounts was accomplished in 2013 and the remaining balance in the account was returned to the Treasury.

OCEAN FREIGHT DIFFERENTIAL**Program and Financing** (in millions of dollars)

Identification code 69–1751–0–1–403	2013 actual	2014 est.	2015 est.
Obligations by program activity:			
0001 Ocean freight differential - 20% Excess Freight	52	93	
0002 Ocean Freight Differential - Incremental	27		
0900 Total new obligations (object class 22.0)	79	93	
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	32		
Budget authority:			
Appropriations, mandatory:			
1200 Appropriation	126	93	
1236 Appropriations applied to repay debt	–126	–93	
Borrowing authority, mandatory:			
1400 Borrowing authority	54	100	
1420 Borrowing authority permanently reduced	–7	–7	
1440 Borrowing authority, mandatory (total)	47	93	
1900 Budget authority (total)	47	93	
1930 Total budgetary resources available	79	93	
Change in obligated balance:			
Unpaid obligations:			
3010 Obligations incurred, unexpired accounts	79	93	
3020 Outlays (gross)	–79	–93	
Budget authority and outlays, net:			
Mandatory:			
4090 Budget authority, gross	47	93	
Outlays, gross:			
4100 Outlays from new mandatory authority		93	
4101 Outlays from mandatory balances	79		
4110 Outlays, gross (total)	79	93	
4180 Budget authority, net (total)	47	93	
4190 Outlays, net (total)	79	93	

Pursuant to 46 U.S.C. 55316, mandatory borrowing authority was provided for MARAD to finance reimbursements through the USDA Commodity Credit Corporation incurred by USDA and USAID for certain ocean freight cost differentials to transport

OCEAN FREIGHT DIFFERENTIAL—Continued

humanitarian food aid cargoes on U.S.-flag vessels instead of on lower cost foreign-flag vessels. Public Law 112–141, the Moving Ahead for Progress in the 21st Century Act (MAP 21), eliminated the requirement for the incremental freight differential reimbursement by reducing the U.S. flag cargo preference requirement for humanitarian food aid commodities transported internationally from 75 percent to 50 percent. Public Law 113–76, H.J. Res. 59, The Bipartisan Budget Act of 2013, repealed MARAD's mandatory borrowing authority, eliminating funding for the 20 percent Excess Cost Differential reimbursement, a program created reimburse USDA and USAID when the cost of ocean transportation and ocean freight differential exceeded 20 percent of the total cost of the commodity being shipped. As a result of these two legislative actions, in FY 2015, there are no ocean freight differential reimbursement requirements.

READY RESERVE FORCE

Program and Financing (in millions of dollars)

Identification code 69–1710–0–1–054	2013 actual	2014 est.	2015 est.
Obligations by program activity:			
0001 Ready reserve force			285
0801 Reimbursable program activity	364	378	87
0900 Total new obligations	364	378	372
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	21	26	13
1021 Recoveries of prior year unpaid obligations	7		
1050 Unobligated balance (total)	28	26	13
Budget authority:			
1121 Appropriations, discretionary:			
Appropriations transferred from other accts [17–1804]			291
1160 Appropriation, discretionary (total)			291
Spending authority from offsetting collections, discretionary:			
1700 Collected	366	365	75
1750 Spending auth from offsetting collections, disc (total)	366	365	75
1900 Budget authority (total)	366	365	366
1930 Total budgetary resources available	394	391	379
Memorandum (non-add) entries:			
1940 Unobligated balance expiring	–4		
1941 Unexpired unobligated balance, end of year	26	13	7
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	198	183	84
3010 Obligations incurred, unexpired accounts	364	378	372
3020 Outlays (gross)	–358	–477	–402
3040 Recoveries of prior year unpaid obligations, unexpired	–7		
3041 Recoveries of prior year unpaid obligations, expired	–14		
3050 Unpaid obligations, end of year	183	84	54
Uncollected payments:			
3060 Uncollected pymts, Fed sources, brought forward, Oct 1	–82	–60	–60
3071 Change in uncollected pymts, Fed sources, expired	22		
3090 Uncollected pymts, Fed sources, end of year	–60	–60	–60
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	116	123	24
3200 Obligated balance, end of year	123	24	–6
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	366	365	366
Outlays, gross:			
4010 Outlays from new discretionary authority	216	329	330
4011 Outlays from discretionary balances	142	148	72
4020 Outlays, gross (total)	358	477	402
Offsets against gross budget authority and outlays:			
Offsetting collections (collected) from:			
4030 Federal sources	–387	–365	–75

4052	Additional offsets against gross budget authority only:			
	Offsetting collections credited to expired accounts	21		
4070	Budget authority, net (discretionary)			291
4080	Outlays, net (discretionary)	–29	112	327
4180	Budget authority, net (total)			291
4190	Outlays, net (total)	–29	112	327

The Ready Reserve Force fleet (RRF) is comprised of government-owned merchant ships within the National Defense Reserve Fleet that are maintained in an advanced state of surge sealift readiness for the transport of cargo to a given area of operation to satisfy combatant commanders' critical war fighting requirements. Resources for RRF vessel maintenance, activation and operation costs, as well as RRF infrastructure support costs and additional Department of Defense/Navy-sponsored sealift activities and special projects, are provided by a transfer of \$291 million from the account Operations and Maintenance, Navy at the Department of Defense.

Object Classification (in millions of dollars)

Identification code 69–1710–0–1–054	2013 actual	2014 est.	2015 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent			26
11.5 Other personnel compensation			1
11.9 Total personnel compensation			27
12.1 Civilian personnel benefits			9
21.0 Travel and transportation of persons			1
23.1 Rental payments to GSA			2
23.2 Rental payments to others			13
23.3 Communications, utilities, and miscellaneous charges			8
25.1 Advisory and assistance services			2
25.2 Other services from non-Federal sources			1
25.3 Other goods and services from Federal sources			7
25.4 Operation and maintenance of facilities			194
25.7 Operation and maintenance of equipment			5
26.0 Supplies and materials			9
31.0 Equipment			1
32.0 Land and structures			6
99.0 Direct obligations			285
99.0 Reimbursable obligations	364	378	87
99.9 Total new obligations	364	378	372

Employment Summary

Identification code 69–1710–0–1–054	2013 actual	2014 est.	2015 est.
1001 Direct civilian full-time equivalent employment			333
2001 Reimbursable civilian full-time equivalent employment	328	333	

VESSEL OPERATIONS REVOLVING FUND

Program and Financing (in millions of dollars)

Identification code 69–4303–0–3–403	2013 actual	2014 est.	2015 est.
Obligations by program activity:			
0801 Vessel operations	10	25	25
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	59	73	63
1021 Recoveries of prior year unpaid obligations	3		
1050 Unobligated balance (total)	62	73	63
Budget authority:			
Spending authority from offsetting collections, discretionary:			
1700 Collected	26	15	15
1701 Change in uncollected payments, Federal sources	–4		
1725 Spending authority from offsetting collections precluded from obligation (limitation on obligations)	–1		
1750 Spending auth from offsetting collections, disc (total)	21	15	15
1930 Total budgetary resources available	83	88	78

Memorandum (non-add) entries:				
1941	Unexpired unobligated balance, end of year	73	63	53
Change in obligated balance:				
Unpaid obligations:				
3000	Unpaid obligations, brought forward, Oct 1	15	9	2
3010	Obligations incurred, unexpired accounts	10	25	25
3020	Outlays (gross)	-13	-32	-24
3040	Recoveries of prior year unpaid obligations, unexpired	-3		
3050	Unpaid obligations, end of year	9	2	3
Uncollected payments:				
3060	Uncollected pymts, Fed sources, brought forward, Oct 1	-16	-12	-12
3070	Change in uncollected pymts, Fed sources, unexpired	4		
3090	Uncollected pymts, Fed sources, end of year	-12	-12	-12
Memorandum (non-add) entries:				
3100	Obligated balance, start of year	-1	-3	-10
3200	Obligated balance, end of year	-3	-10	-9
Budget authority and outlays, net:				
Discretionary:				
4000	Budget authority, gross	21	15	15
Outlays, gross:				
4010	Outlays from new discretionary authority	1	14	14
4011	Outlays from discretionary balances	12	18	10
4020	Outlays, gross (total)	13	32	24
Offsets against gross budget authority and outlays:				
Offsetting collections (collected) from:				
4030	Federal sources	-4		
4033	Non-Federal sources	-22	-15	-15
4040	Offsets against gross budget authority and outlays (total)	-26	-15	-15
Additional offsets against gross budget authority only:				
4050	Change in uncollected pymts, Fed sources, unexpired	4		
4070	Budget authority, net (discretionary)	-1		
4080	Outlays, net (discretionary)	-13	17	9
4180	Budget authority, net (total)	-1		
4190	Outlays, net (total)	-13	17	9
Memorandum (non-add) entries:				
5090	Unavailable balance, SOY: Offsetting collections		1	1
5091	Unavailable balance, EOY: Offsetting collections	1	1	1

This fund is authorized for the receipt of sales proceeds from the disposition of obsolete government-owned merchant vessels. The Maritime Administration is authorized to reactivate, maintain, operate, deactivate and dispose government-owned merchant vessels comprising the National Defense Reserve Fleet (NDRF) and the Ready Reserve Force (RRF), a subset of the NDRF. Resources for RRF vessel maintenance, preservation, activation and operation costs, as well as RRF infrastructure support costs and additional Department of Defense/Navy-sponsored sealift activities and special projects, are provided by transfer from the Department of Defense Operations and Maintenance, Navy account. Through fiscal year 2010, interagency agreement transactions to fund and administer these programs were reflected in this fund. Beginning in fiscal year 2011, these interagency agreement transactions are instead reflected in the RRF account. Direct appropriations for the disposal of obsolete government-owned merchant vessels are provided to the Ship Disposal account.

Object Classification (in millions of dollars)

Identification code 69-4303-0-3-403	2013 actual	2014 est.	2015 est.
Reimbursable obligations:			
23.1	Rental payments to GSA	1	
25.3	Other goods and services from Federal sources		1
25.4	Operation and maintenance of facilities	7	15
25.7	Operation and maintenance of equipment	2	1
32.0	Land and structures		8
99.9	Total new obligations	10	25

WAR RISK INSURANCE REVOLVING FUND**Program and Financing** (in millions of dollars)

Identification code 69-4302-0-3-403	2013 actual	2014 est.	2015 est.
Budgetary Resources:			
Unobligated balance:			
1000	Unobligated balance brought forward, Oct 1	47	47
1930	Total budgetary resources available	47	47
Memorandum (non-add) entries:			
1941	Unexpired unobligated balance, end of year	47	47
Memorandum (non-add) entries:			
5000	Total investments, SOY: Federal securities: Par value	29	43
5001	Total investments, EOY: Federal securities: Par value	43	43

The Maritime Administration is authorized to insure against war risk loss or damage to maritime operators until commercial insurance can be obtained on reasonable terms and conditions. This insurance includes war risk hull and disbursements interim insurance, war risk protection and indemnity interim insurance, second seamen's war risk interim insurance, and the war risk cargo insurance standby program.

PORT OF GUAM IMPROVEMENT ENTERPRISE FUND**Program and Financing** (in millions of dollars)

Identification code 69-5560-0-2-403	2013 actual	2014 est.	2015 est.
Obligations by program activity:			
0001	Port of Guam Improvement Enterprise Program	7	40
0801	Reimbursable program		1
0900	Total new obligations	7	41
Budgetary Resources:			
Unobligated balance:			
1000	Unobligated balance brought forward, Oct 1	48	41
1930	Total budgetary resources available	48	41
Memorandum (non-add) entries:			
1941	Unexpired unobligated balance, end of year	41	
Change in obligated balance:			
Unpaid obligations:			
3000	Unpaid obligations, brought forward, Oct 1	2	6
3010	Obligations incurred, unexpired accounts	7	41
3020	Outlays (gross)	-3	-46
3050	Unpaid obligations, end of year	6	1
Uncollected payments:			
3060	Uncollected pymts, Fed sources, brought forward, Oct 1	-1	-1
3090	Uncollected pymts, Fed sources, end of year	-1	-1
Memorandum (non-add) entries:			
3100	Obligated balance, start of year	1	5
3200	Obligated balance, end of year	5	
Budget authority and outlays, net:			
Discretionary:			
Outlays, gross:			
4011	Outlays from discretionary balances	3	46
4190	Outlays, net (total)	3	46

Object Classification (in millions of dollars)

Identification code 69-5560-0-2-403	2013 actual	2014 est.	2015 est.
25.3	Direct obligations: Other goods and services from Federal sources	7	40
99.0	Reimbursable obligations		1
99.9	Total new obligations	7	41

MARITIME GUARANTEED LOAN (TITLE XI) PROGRAM ACCOUNT

(INCLUDING TRANSFER OF FUNDS)

For [the cost of guaranteed loans, as authorized, \$38,500,000, of which \$35,000,000 shall remain available until expended: *Provided*, That such costs, including the cost of modifying such loans, shall be as defined in section 502 of the Congressional Budget Act of 1974, as amended: *Provided further*, That not to exceed \$3,500,000 shall be available for] necessary administrative expenses [to carry out the] of the maritime guaranteed loan program, [which] \$3,100,000 shall be [transferred to and merged with] paid to the appropriations for "Operations and [Training"] Training, Maritime Administration". (Department of Transportation Appropriations Act, 2014.)

Program and Financing (in millions of dollars)

Identification code 69-1752-0-1-403	2013 actual	2014 est.	2015 est.
Obligations by program activity:			
Credit program obligations:			
0702 Loan guarantee subsidy	64	8	
0707 Reestimates of loan guarantee subsidy	5	29	
0708 Interest on reestimates of loan guarantee subsidy	7	5	
0709 Administrative expenses	4	4	3
0900 Total new obligations	16	102	11
Budgetary Resources:			
Unobligated balance:			
1000 Unobligated balance brought forward, Oct 1	27	37	8
1001 Discretionary unobligated balance brought fwd, Oct 1	27		
1021 Recoveries of prior year unpaid obligations	11		
1050 Unobligated balance (total)	38	37	8
Budget authority:			
Appropriations, discretionary:			
1100 Appropriation	4	4	3
1100 Appropriation		35	
1160 Appropriation, discretionary (total)	4	39	3
Appropriations, mandatory:			
1200 Appropriation	11	34	
1260 Appropriations, mandatory (total)	11	34	
1900 Budget authority (total)	15	73	3
1930 Total budgetary resources available	53	110	11
Memorandum (non-add) entries:			
1941 Unexpired unobligated balance, end of year	37	8	
Change in obligated balance:			
Unpaid obligations:			
3000 Unpaid obligations, brought forward, Oct 1	11	1	1
3010 Obligations incurred, unexpired accounts	16	102	11
3020 Outlays (gross)	-15	-102	-11
3040 Recoveries of prior year unpaid obligations, unexpired	-11		
3050 Unpaid obligations, end of year	1	1	1
Memorandum (non-add) entries:			
3100 Obligated balance, start of year	11	1	1
3200 Obligated balance, end of year	1	1	1
Budget authority and outlays, net:			
Discretionary:			
4000 Budget authority, gross	4	39	3
Outlays, gross:			
4010 Outlays from new discretionary authority	4	39	3
4011 Outlays from discretionary balances		29	8
4020 Outlays, gross (total)	4	68	11
Mandatory:			
4090 Budget authority, gross	11	34	
Outlays, gross:			
4100 Outlays from new mandatory authority	11	34	
4180 Budget authority, net (total)	15	73	3
4190 Outlays, net (total)	15	102	11

Summary of Loan Levels, Subsidy Budget Authority and Outlays by Program (in millions of dollars)

Identification code 69-1752-0-1-403	2013 actual	2014 est.	2015 est.
Guaranteed loan levels supportable by subsidy budget authority:			
215010 Risk Category 3	125		
215011 Risk Category 4	320	85	
215012 Risk Category 5	181		

215999	Total loan guarantee levels	626	85
	Guaranteed loan subsidy (in percent):		
232010	Risk Category 3	7.44	.....
232011	Risk Category 4	9.77	9.25
232012	Risk Category 5	13.40	.....
232999	Weighted average subsidy rate	10.35	9.25
	Guaranteed loan subsidy budget authority:		
233010	Risk Category 3	9	.....
233011	Risk Category 4	31	8
233012	Risk Category 5	24	.....
233999	Total subsidy budget authority	64	8
	Guaranteed loan subsidy outlays:		
234010	Risk Category 3	9	.....
234011	Risk Category 4	31	8
234012	Risk Category 5	24	.....
234999	Total subsidy outlays	64	8
	Guaranteed loan upward reestimates:		
235014	Weighted Average Reestimates	11	33
235999	Total upward reestimate budget authority	11	33
	Guaranteed loan downward reestimates:		
237014	Weighted Average Reestimates	-37	-14
237999	Total downward reestimate subsidy budget authority	-37	-14
	Administrative expense data:		
3510	Budget authority	4	4
3590	Outlays from new authority	4	4

The Maritime Guaranteed Loan (Title XI) program provides for a full faith and credit guarantee of debt obligations issued by U.S. or foreign ship owners to finance or refinance the construction, reconstruction, or reconditioning of U.S.-flag vessels or eligible export vessels in U.S. shipyards; or for a full faith and credit guarantee of debt obligations issued by U.S. shipyard owners to finance the modernization of shipbuilding technology at shipyards located in the United States.

As required by the Federal Credit Reform Act of 1990, this account also includes the subsidy costs associated with loan guarantee commitments made in 1992 and subsequent years which are estimated on a present value basis. The account also reflects the administrative expenses of the program which are estimated on a cash basis. Funds for administrative expenses are appropriated to this account, then paid to the Maritime Administration's Operations and Training account. This appropriation will provide resources for the administrative expenses of the program, including management of the loan portfolio which has \$1.7 billion in loan guarantees and 39 guarantee contracts.

Object Classification (in millions of dollars)

Identification code 69-1752-0-1-403	2013 actual	2014 est.	2015 est.
Direct obligations:			
25.2 Other services from non-Federal sources	4	4	3
41.0 Grants, subsidies, and contributions	12	98	8
99.9 Total new obligations	16	102	11

MARITIME GUARANTEED LOAN (TITLE XI) FINANCING ACCOUNT

Program and Financing (in millions of dollars)

Identification code 69-4304-0-3-999	2013 actual	2014 est.	2015 est.
Obligations by program activity:			
Credit program obligations:			
0711	Default claim payments on principal	49	50
0712	Default claim payments on interest	2	3
0713	Payment of interest to Treasury	2	1
0715	Default related activity	10	10
0742	Downward reestimate paid to receipt account	5	.....
0743	Interest on downward reestimates	10	.....
0900	Total new obligations	40	78
			64

Budgetary Resources:				
Unobligated balance:				
1000	Unobligated balance brought forward, Oct 1	249	231	285
1021	Recoveries of prior year unpaid obligations	1		
1050	Unobligated balance (total)	250	231	285
Financing authority:				
Borrowing authority, mandatory:				
1400	Borrowing authority		10	
1440	Borrowing authority, mandatory (total)		10	
Spending authority from offsetting collections, mandatory:				
1800	Collected	21	122	8
1850	Spending auth from offsetting collections, mand (total)	21	122	8
1900	Financing authority (total)	21	132	8
1930	Total budgetary resources available	271	363	293
Memorandum (non-add) entries:				
1941	Unexpired unobligated balance, end of year	231	285	229

Change in obligated balance:				
Unpaid obligations:				
3000	Unpaid obligations, brought forward, Oct 1	1		78
3010	Obligations incurred, unexpired accounts	40	78	64
3020	Financing disbursements (gross)	-40		
3040	Recoveries of prior year unpaid obligations, unexpired	-1		
3050	Unpaid obligations, end of year		78	142
Memorandum (non-add) entries:				
3100	Obligated balance, start of year	1		78
3200	Obligated balance, end of year		78	142

Financing authority and disbursements, net:				
Mandatory:				
4090	Financing authority, gross	21	132	8
Financing disbursements:				
4110	Financing disbursements, gross	40		
Offsets against gross financing authority and disbursements:				
Offsetting collections (collected) from:				
4120	Payments from program account - Upward Reestimate	-11	-97	-8
4122	Interest on uninvested funds	-10		
4123	Loan Repayment		-25	
4130	Offsets against gross financing auth and disbursements (total)	-21	-122	-8
4160	Financing authority, net (mandatory)		10	
4170	Financing disbursements, net (mandatory)	19	-122	-8
4180	Financing authority, net (total)		10	
4190	Financing disbursements, net (total)	19	-122	-8

Status of Guaranteed Loans (in millions of dollars)

Identification code 69-4304-0-3-999				
	2013 actual	2014 est.	2015 est.	
Position with respect to appropriations act limitation on commitments:				
2131	Guaranteed loan commitments exempt from limitation	626		85
2150	Total guaranteed loan commitments	626		85
Cumulative balance of guaranteed loans outstanding:				
2210	Outstanding, start of year	1,966	1,731	2,162
2231	Disbursements of new guaranteed loans		626	85
2251	Repayments and prepayments	-235	-144	-143
2262	Adjustments: Terminations for default that result in acquisition of property		-51	-53
2290	Outstanding, end of year	1,731	2,162	2,051
Memorandum:				
2299	Guaranteed amount of guaranteed loans outstanding, end of year	1,531	2,162	2,051

As required by the Federal Credit Reform Act of 1990, this non-budgetary account records all cash flows to and from the Government resulting from Maritime Guaranteed Loan (Title XI) program loan guarantee commitments in 1992 and subsequent years. The amounts in this account are a means of financing and are not included in the budget totals.

Balance Sheet (in millions of dollars)

Identification code 69-4304-0-3-999			
	2012 actual	2013 actual	
ASSETS:			
Federal assets:			
1101	Fund balances with Treasury	250	231
Investments in US securities:			
1106	Receivables, net	5	11
1999	Total assets	255	242
LIABILITIES:			
2204	Non-Federal liabilities: Liabilities for loan guarantees	255	242
4999	Total liabilities and net position	255	242

Trust Funds**MISCELLANEOUS TRUST FUNDS, MARITIME ADMINISTRATION****Special and Trust Fund Receipts (in millions of dollars)**

Identification code 69-8547-0-7-403			
	2013 actual	2014 est.	2015 est.
0100	Balance, start of year		
Receipts:			
0220	Gifts and Bequests, Maritime Administration, Transportation	1	1
0400	Total: Balances and collections	1	1
Appropriations:			
0500	Miscellaneous Trust Funds, Maritime Administration	-1	-1
0799	Balance, end of year		

Program and Financing (in millions of dollars)

Identification code 69-8547-0-7-403			
	2013 actual	2014 est.	2015 est.
Obligations by program activity:			
0001	Special Studies	2	3
0002	Gifts and Bequests		2
0100	Total direct program - Subtotal (running)	2	5
0900	Total new obligations	2	5

Budgetary Resources:				
Unobligated balance:				
1000	Unobligated balance brought forward, Oct 1	5	4	
Budget authority:				
Appropriations, mandatory:				
1201	Appropriation (special or trust fund)	1	1	1
1260	Appropriations, mandatory (total)	1	1	1
1930	Total budgetary resources available	6	5	1
Memorandum (non-add) entries:				
1941	Unexpired unobligated balance, end of year	4		

Change in obligated balance:				
Unpaid obligations:				
3000	Unpaid obligations, brought forward, Oct 1	10	1	
3010	Obligations incurred, unexpired accounts	2	5	1
3020	Outlays (gross)	-11	-6	-1
3050	Unpaid obligations, end of year	1		
Memorandum (non-add) entries:				
3100	Obligated balance, start of year	10	1	
3200	Obligated balance, end of year	1		

Budget authority and outlays, net:				
Mandatory:				
4090	Budget authority, gross	1	1	1
Outlays, gross:				
4100	Outlays from new mandatory authority	1	1	1
4101	Outlays from mandatory balances	10	5	
4110	Outlays, gross (total)	11	6	1
4180	Budget authority, net (total)	1	1	1
4190	Outlays, net (total)	11	6	1

MISCELLANEOUS TRUST FUNDS, MARITIME ADMINISTRATION—Continued
Object Classification (in millions of dollars)

Identification code 69–8547–0–7–403	2013 actual	2014 est.	2015 est.
Direct obligations:			
25.2 Other services from non-Federal sources		2	
25.3 Other goods and services from Federal sources	2	2	1
26.0 Supplies and materials		1	
99.9 Total new obligations	2	5	1

ADMINISTRATIVE PROVISIONS—MARITIME ADMINISTRATION

SEC. 170. Notwithstanding any other provision of this Act, the Maritime Administration is authorized to furnish utilities and services and make necessary repairs in connection with any lease, contract, or occupancy involving Government property under control of the Maritime Administration[, and]: *Provided*, That payments received therefor shall be credited to the appropriation charged with the cost thereof *and shall remain available until expended*: *Provided further*, That rental payments under any such lease, contract, or occupancy for items other than such utilities, services, or repairs shall be covered into the Treasury as miscellaneous receipts.

【SEC. 171. None of the funds available or appropriated in this Act shall be used by the United States Department of Transportation or the United States Maritime Administration to negotiate or otherwise execute, enter into, facilitate or perform fee-for-service contracts for vessel disposal, scrapping or recycling, unless there is no qualified domestic ship recycler that will pay any sum of money to purchase and scrap or recycle a vessel owned, operated or managed by the Maritime Administration or that is part of the National Defense Reserve Fleet. Such sales offers must be consistent with the solicitation and provide that the work will be performed in a timely manner at a facility qualified within the meaning of section 3502 of Public Law 106–398. Nothing contained herein shall affect the Maritime Administration's authority to award contracts at least cost to the Federal Government and consistent with the requirements of 16 U.S.C. 5405(c), section 3502, or otherwise authorized under the Federal Acquisition Regulation.】 (*Department of Transportation Appropriations Act, 2014.*)

GENERAL FUND RECEIPT ACCOUNTS

(in millions of dollars)

	2013 actual	2014 est.	2015 est.
Offsetting receipts from the public:			
69–08500 Hazardous Materials Transportation Registration, Filing, and Permit Fees, Administrative Costs	1	1	1
69–27230 Maritime (title XI) Loan Program, Downward Reestimates of Subsidies	37	14	
69–276030 Downward Reestimates, Railroad Rehabilitation and Improvement Program	20	20	
69–276830 Transportation Infrastructure Finance and Innovation Program, Interest on Downward Reestimates	135	276	
69–322000 All Other General Fund Proprietary Receipts Including Budget Clearing Accounts	12		
General Fund Offsetting receipts from the public	205	311	1

GENERAL PROVISIONS—DEPARTMENT OF TRANSPORTATION

SEC. 180. During the current fiscal year, applicable appropriations to the Department of Transportation shall be available for maintenance and operation of aircraft; hire of passenger motor vehicles and aircraft; purchase of liability insurance for motor vehicles operating in foreign countries on official department business; and uniforms or allowances therefor, as authorized by law (5 U.S.C. 5901–5902).

SEC. 181. Appropriations contained in this Act for the Department of Transportation shall be available for services as authorized by 5 U.S.C.

3109, but at rates for individuals not to exceed the per diem rate equivalent to the rate for an Executive Level IV.

SEC. 182. None of the funds in this Act shall be available for salaries and expenses of more than 110 political and Presidential appointees in the Department of Transportation: *Provided*, That none of the personnel covered by this provision may be assigned on temporary detail outside the Department of Transportation.

SEC. 183. (a) No recipient of funds made available in this Act shall disseminate personal information (as defined in 18 U.S.C. 2725(3)) obtained by a State department of motor vehicles in connection with a motor vehicle record as defined in 18 U.S.C. 2725(1), except as provided in 18 U.S.C. 2721 for a use permitted under 18 U.S.C. 2721.

(b) Notwithstanding subsection (a), the Secretary shall not withhold funds provided in this Act for any grantee if a State is in noncompliance with this provision.

SEC. 184. Funds received by the Federal Highway Administration, Federal Transit Administration, and Federal Railroad Administration from States, counties, municipalities, other public authorities, and private sources for expenses incurred for training may be credited respectively to the Federal Highway Administration's "Federal-Aid Highways" account, the Federal Transit Administration's ["Technical Assistance and Training"] "Transit Research Training" account, and to the Federal Railroad Administration's "Safety and Operations" account, except for State rail safety inspectors participating in training pursuant to 49 U.S.C. 20105.

SEC. 185. None of the funds in this Act to the Department of Transportation may be used to make a grant unless the Secretary of Transportation notifies the House and Senate Committees on Appropriations not less than 3 full business days before any project competitively selected to receive a discretionary grant award, any discretionary grant award, letter of intent, or full funding grant agreement *totaling \$1,000,000 or more* is announced by the department or its modal administrations from:

- (1) any discretionary grant program of the Federal Highway Administration including the emergency relief program;
- (2) the airport improvement program of the Federal Aviation Administration;
- (3) any program of the Federal Railroad Administration;
- (4) any program of the Federal Transit Administration other than the formula grants and fixed guideway modernization programs;
- (5) any program of the Maritime Administration; or
- (6) any funding provided under the headings "National Infrastructure Investments" in this Act: *Provided*, That the Secretary gives concurrent notification to the House and Senate Committees on Appropriations for any "quick release" of funds from the emergency relief program: *Provided further*, That no notification shall involve funds that are not available for obligation.

SEC. 186. Rebates, refunds, incentive payments, minor fees and other funds received by the Department of Transportation from travel management centers, charge card programs, the subleasing of building space, and miscellaneous sources are to be credited to appropriations of the Department of Transportation and allocated to elements of the Department of Transportation using fair and equitable criteria and such funds shall be available until expended.

SEC. 187. Amounts made available in this or any other Act that the Secretary determines represent improper payments by the Department of Transportation to a third-party contractor under a financial assistance award, which are recovered pursuant to law, shall be available—

- (1) to reimburse the actual expenses incurred by the Department of Transportation in recovering improper payments; and
- (2) to pay contractors for services provided in recovering improper payments or contractor support in the implementation of the Improper Payments Information Act of 2002: *Provided*, That amounts in excess of that required for paragraphs (1) and (2)—

(A) shall be credited to and merged with the appropriation from which the improper payments were made, and shall be available for the purposes and period for which such appropriations are available: *Provided further*, That where specific project or accounting information associated with the improper payment or payments is not readily available, the Secretary may credit an appropriate account, which shall be available for the purposes and period associated with the account so credited; or

(B) if no such appropriation remains available, shall be deposited in the Treasury as miscellaneous receipts: *Provided further*, That

prior to the transfer of any such recovery to an appropriations account, the Secretary shall notify the House and Senate Committees on Appropriations of the amount and reasons for such transfer: *Provided further*, That for purposes of this section, the term "improper payments" has the same meaning as that provided in section 2(d)(2) of Public Law 107–300.

SEC. 188. Notwithstanding any other provision of law, if any funds provided in or limited by this Act are subject to a reprogramming action that requires notice to be provided to the House and Senate Committees on Appropriations, transmission of said reprogramming notice shall be provided solely to the Committees on Appropriations, and said reprogramming action shall be approved or denied solely by the Committees on Appropriations: *Provided*, That the Secretary may provide notice to other congressional committees of the action of the Committees on Appropriations on such reprogramming but not sooner than 30 days following the date on which the reprogramming action has been [approved or denied] transmitted to the House and Senate Committees on Appropriations.

SEC. 189. None of the funds appropriated or otherwise made available under this Act may be used by the Surface Transportation Board of the Department of Transportation to charge or collect any filing fee for rate or practice complaints filed with the Board in an amount in excess of the amount authorized for district court civil suit filing fees under section 1914 of title 28, United States Code.

SEC. 190. Funds appropriated in this Act to the modal administrations may be obligated for the Office of the Secretary for the costs related to assessments or reimbursable agreements only when such amounts are for the costs of goods and services that are purchased to provide a direct benefit to the applicable modal administration or administrations.

SEC. 191. The Secretary of Transportation is authorized to carry out a program that establishes uniform standards for developing and supporting agency transit pass and transit benefits authorized under section 7905 of title 5, United States Code, including distribution of transit benefits by various paper and electronic media.

[SEC. 192. The unobligated balances of funds made available for section 1307(d)(1) of Public Law 109–59, as amended (23 U.S.C. 322 note; 119 Stat. 1217; 122 Stat. 1577), shall be made available to the Secretary of Transportation to make grants for projects as defined in section 24401(2)(A) of title 49, United States Code and to carry out sections 20158 and 26101(b) of title 49, United States Code: *Provided*, That the Secretary shall make available no less than \$20,000,000 for corridor planning improvement grants as described in section 26101(b) of title 49, United States Code: *Provided further*, That such corridor planning improvement grants shall be available for passenger rail corridors that have not completed a tier 1 environmental impact statement within the last 10 years: *Provided further*, That the Secretary may retain a portion of the funds made available for planning activities to facilitate the preparation of a service development plan and related environmental impact statement for rail corridors located in multiple States.

This title may be cited as the "Department of Transportation Appropriations Act, 2014".] (*Department of Transportation Appropriations Act, 2014.*)

GENERAL PROVISIONS—THIS ACT

SEC. 401. None of the funds in this Act shall be used for the planning or execution of any program to pay the expenses of, or otherwise compensate, non-Federal parties intervening in regulatory or adjudicatory proceedings funded in this Act.

SEC. 402. None of the funds appropriated in this Act shall remain available for obligation beyond the current fiscal year, nor may any be transferred to other appropriations, unless expressly so provided herein.

SEC. 403. The expenditure of any appropriation under this Act for any consulting service through procurement contract pursuant to section 3109 of title 5, United States Code, shall be limited to those contracts where such expenditures are a matter of public record and available for public inspection, except where otherwise provided under existing law, or under existing Executive order issued pursuant to existing law.

[SEC. 404. (a) None of the funds made available in this Act may be obligated or expended for any employee training that—

(1) does not meet identified needs for knowledge, skills, and abilities bearing directly upon the performance of official duties;

(2) contains elements likely to induce high levels of emotional response or psychological stress in some participants;

(3) does not require prior employee notification of the content and methods to be used in the training and written end of course evaluation;

(4) contains any methods or content associated with religious or quasi-religious belief systems or "new age" belief systems as defined in Equal Employment Opportunity Commission Notice N-915.022, dated September 2, 1988; or

(5) is offensive to, or designed to change, participants' personal values or lifestyle outside the workplace.

(b) Nothing in this section shall prohibit, restrict, or otherwise preclude an agency from conducting training bearing directly upon the performance of official duties.]

SEC. [405]404. Except as otherwise provided in this Act, none of the funds provided in this Act, provided by previous appropriations Acts to the agencies or entities funded in this Act that remain available for obligation or expenditure in fiscal year 2014, or provided from any accounts in the Treasury derived by the collection of fees and available to the agencies funded by this Act, shall be available for obligation or expenditure through a reprogramming of funds that:

(1) creates a new program;

(2) eliminates a program, project, or activity;

(3) increases funds or personnel for any program, project, or activity for which funds have been denied or restricted by the Congress;

(4) proposes to use funds directed for a specific activity by either the House or Senate Committees on Appropriations for a different purpose;

(5) augments existing programs, projects, or activities in excess of \$5,000,000 or 10 percent, whichever is less;

(6) reduces existing programs, projects, or activities by \$5,000,000 or 10 percent, whichever is less; or

(7) creates, reorganizes, or restructures a branch, division, office, bureau, board, commission, agency, administration, or department different from the budget justifications submitted to the Committees on Appropriations or the table accompanying the explanatory statement accompanying this Act, whichever is more detailed, unless [prior approval is received from] notice is transmitted to the House and Senate Committees on Appropriations: *Provided*, That not later than 60 days after the date of enactment of this Act, each agency funded by this Act shall submit a report to the Committees on Appropriations of the Senate and of the House of Representatives to establish the baseline for application of reprogramming and transfer authorities for the current fiscal year: *Provided further*, That the report shall include:

(A) a table for each appropriation with a separate column to display the prior year enacted level, the President's budget request, adjustments made by Congress, adjustments due to enacted rescissions, if appropriate, and the fiscal year enacted level;

(B) a delineation in the table for each appropriation and its respective prior year enacted level by object class and program, project, and activity as detailed in the budget appendix for the respective appropriation; and

(C) an identification of items of special congressional interest: *Provided further*, That the amount appropriated or limited for salaries and expenses for an agency shall be reduced by \$100,000 per day for each day after the required date that the report has not been submitted to the Congress.]

SEC. [406]405. Except as otherwise specifically provided by law, not to exceed 50 percent of unobligated balances remaining available at the end of fiscal year [2014] 2015 from appropriations made available for salaries and expenses for fiscal year [2014] 2015 in this Act, shall remain available through September 30, [2015] 2016, for each such account for the purposes authorized: *Provided*, That [a request] notice shall be submitted to the House and Senate Committees on Appropriations [for approval] prior to the expenditure of such funds: *Provided further*, That these [requests] notifications shall be made in compliance with reprogramming guidelines under section 405 of this Act.

SEC. [407]406. No funds in this Act may be used to support any Federal, State, or local projects that seek to use the power of eminent domain, unless eminent domain is employed only for a public use: *Provided*, That for purposes of this section, public use shall not be construed to include economic development that primarily benefits private entities: *Provided*

further, That any use of funds for mass transit, railroad, airport, seaport or highway projects as well as utility projects which benefit or serve the general public (including energy-related, communication-related, water-related and wastewater-related infrastructure), other structures designated for use by the general public or which have other common-carrier or public-utility functions that serve the general public and are subject to regulation and oversight by the government, and projects for the removal of an immediate threat to public health and safety or brownfield as defined in the Small Business Liability Relief and Brownfields Revitalization Act (Public Law 107–118) shall be considered a public use for purposes of eminent domain.

【SEC. 408. All Federal agencies and departments that are funded under this Act shall issue a report to the House and Senate Committees on Appropriations on all sole-source contracts by no later than July 30, 2014. Such report shall include the contractor, the amount of the contract and the rationale for using a sole-source contract.】

SEC. 【409】407. None of the funds made available in this Act may be transferred to any department, agency, or instrumentality of the United States Government, except pursuant to a transfer made by, or transfer authority provided in, this Act or any other appropriations Act.

【SEC. 410. No part of any appropriation contained in this Act shall be available to pay the salary for any person filling a position, other than a temporary position, formerly held by an employee who has left to enter the Armed Forces of the United States and has satisfactorily completed his or her period of active military or naval service, and has within 90 days after his or her release from such service or from hospitalization continuing after discharge for a period of not more than 1 year, made application for restoration to his or her former position and has been certified by the Office of Personnel Management as still qualified to perform the duties of his or her former position and has not been restored thereto.】

SEC. 【411】408. No funds appropriated pursuant to this Act may be expended by an entity unless the entity agrees that in expending the assistance the entity will comply with sections 2 through 4 of the Act of March 3, 1933 (41 U.S.C. 10a-10c, popularly known as the "Buy American Act").

SEC. 【412】409. No funds appropriated or otherwise made available under this Act shall be made available to any person or entity that has been convicted of violating the Buy American Act (41 U.S.C. 10a-10c).

SEC. 【413】410. None of the funds made available in this Act may be used for first-class airline accommodations in contravention of sections 301–10.122 and 301–10.123 of title 41, Code of Federal Regulations.

SEC. 【414】411. None of the funds made available under this Act or any prior Act may be provided to the Association of Community Organizations for Reform Now (ACORN), or any of its affiliates, subsidiaries, or allied organizations.

SEC. 【415】412. None of the funds made available by this Act may be used to enter into a contract, memorandum of understanding, or cooperative agreement with, make a grant to, or provide a loan or loan guarantee to any corporation that was convicted of a felony criminal violation under any Federal law within the preceding 24 months, where the awarding agency is aware of the conviction, unless 【the】 a Federal agency has considered suspension or debarment of the corporation and 【has】 made a determination that this further action is not necessary to protect the interests of the Government.

SEC. 【416】413. None of the funds made available by this Act may be used to enter into a contract, memorandum of understanding, or cooperative agreement with, make a grant to, or provide a loan or loan guarantee to, any corporation with any unpaid Federal tax liability that has been assessed, for which all judicial and administrative remedies have been exhausted or have lapsed, and that is not being paid in a timely manner pursuant to an agreement with the authority responsible for collecting the tax liability, where the awarding agency is aware of the unpaid tax liability, unless 【the】 a Federal agency has considered suspension or debarment of the corporation and 【has】 made a determination that this further action is not necessary to protect the interests of the Government.

【SEC. 417. It is the sense of the Congress that the Congress should not pass any legislation that authorizes spending cuts that would increase poverty in the United States.】

【SEC. 418. All agencies and departments funded by the Act shall send to Congress at the end of the fiscal year a report containing a complete inventory of the total number of vehicles owned, leased, permanently retired, and purchased during fiscal year 2014, as well as the total cost of the vehicle fleet, including maintenance, fuel, storage, purchasing, and leasing.

This division may be cited as the "Transportation, Housing and Urban Development, and Related Agencies Appropriations Act, 2014".】
(*Transportation, Housing and Urban Development, and Related Agencies Appropriations Act, 2014.*)